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THURSDAY APRIL 10, 1924. 日七初三

'HEUNGSHAN' ENQUIRY ENDS.

QUESTION OF PILOT CONTROL.

Was Junk Rock Buoy Lighted?

The Chief Officer, Mr. James P. Gibson, was the first witness called this morning when the inquiry into the stranding of the Heungshan was continued.

Mr. Gibson described in detail the journey up the river. At San Chau, there were several junks at anchor and they were "lighted," but, witness added, they are not particular which end of the junk they put them on. Shortly afterwards they passed two or three sampans and then picked up some dark objects ahead. The captain gave the order "to starboard" and witness walked from the port side to the starboard side and looked over to see if they were clearing all right. Immediately below, he saw a faint glimmer of a green light and realised that it was the Junk Rock buoy. He had to look hard to pick it up, and then it was too late to do anything. The engines were stopped, but the steamer struck the Rock.

LIGHT WANTED TRIMMING.

In reply to Mr. Brutton, witness said that little more than half a minute elapsed between the time the Captain gave the order to starboard and the time the boat struck. After passing Terrace Head, his main object was to pick up the Junk Rock buoy, but he did not see it until they were too close to do anything. It wanted trimming very badly. He did not know what course the pilot set, but he should have set W. by S. S. S. The hole was about 75 feet from the bows. The flood tide might carry them a little off their course. It was impossible to steer a straight course on the river—they had to be continually dodging other craft.

By Mr. Potter: He was very surprised that they had not picked up the buoy. He did not consider that any special precautionary measures should have been taken; the boat was going slow. He expected the light on the port side, but if he had gone to the starboard side sooner he could not have observed the light any sooner than he did.

Mr. Potter: You could not have seen the light even had it been bright if you were on the port side?—We could have seen it at a distance from either side had the light been bright.

The look-out said he saw no light until after the accident and then noticed a dim light on the buoy.

SAFE TO GO ON.

Captain Laycock, of the s.s. Kwong Sai, said that the light at 5.40 was not too good and not too bad. It was foggy and they did not pick it up until they were close.

Captain Woodcock: Did you consider the weather conditions suitable for navigation?—Yes.

It was safe to go on?—Yes.

The President:—If you had not seen the Junk Rock buoy, would you have gone on?—No, I should have continued along the north side until I thought I had passed and would then have anchored.

CAPT. THOMAS RECALLED.

Captain Thomas was recalled at the request of the President, and the other witnesses were ordered out of court.

The President:—Why did you back the ship on the north side?—Because I noticed that as soon as I put the engines "slow ahead" the boat was swinging that way and if I had tried to alter the helm and break away it would have taken a long time and the boat might have sunk in deep water. The question called for immediate action and the only thing to do was to keep her swinging.

Lt. Commander Dawson: This pilot has been No. 1 on the Heungshan since 1915 and was not licensed until March this year? Yes; very few pilots on the Canton river are licensed.

It is not compulsory? No.

The President: An unlicensed pilot is not a pilot.

This concluded the evidence.

MR. POTTER'S POINTS.

Mr. Potter addressed the Court briefly and said he was not there for the purpose of finding someone to blame for the accident. He wished only to be of some assistance to the Court in coming to their decision. There seemed to be four points which he thought were worthy of consideration. It was, he thought, the bounden duty of the captain to have informed his owners of the countermanding of his orders as soon as he heard of it himself, in fairness to them and to himself. He should have let them know. The captain said that he knew that an enquiry was coming off and that he knew the evidence would come out then, but eleventh hour evidence was apt to be discredited. Touching on the question of the veracity of the pilot, Mr. Potter said the man appeared to have a remarkable memory, a phenomenal memory, a memory worthy of a far better position than a pilot on a river boat, and it occurred to him that the pilot had carefully studied what he was going to say before he came into Court. In regard to the pilot's position on board, he seemed to have virtual control of the boat, and he would suggest that it was hardly a right system of navigation.

The third point was: Was there a light on the Junk Rock buoy? Until this morning he had thought that there was no light on the buoy that night, but Mr. Gibson had told them that there was a light, although it was a very faint one. Captain Laycock had told them that the light was visible at 5.40 which was only about forty minutes after the Heungshan struck. Perhaps, as the captain said, the light was trimmed between the two times. The boat was entirely out of her course. He was not trying to exaggerate; the members of the Court were all experienced men and would understand what he meant when he said she was entirely out of her course. The point he wanted to make was: Ought the captain to have known that he was near Junk Rock? Ought he to have realised that he was almost on top of it? And ought he not, in view of the fact that he had seen no light, to have taken some steps to avoid danger? Mr. Potter submitted that the captain should have known his position. When he examined him, the captain put to him the position of being placed in a dark room and walking across it without bumping into something—a chair or a table. In answer to that he would say that he thought if he could see the walls he would be optimistic enough to say he could find the door without colliding with anything. Captain Thomas admitted he could see both banks.

MR. BRUTTON ON PILOTS.

Mr. Hall Brutton urged that it was perfectly sound policy to allow the pilots control of the ship. They were men who were brought up to be pilots and were selected because of their knowledge of the river. They started as quartermasters, were promoted to second pilots and finally were appointed first pilots. They are on the boats for the sole purpose of piloting the boats up the river. Mr. Potter commented on the pilot's memory for times. These pilots

UNION CHURCH MANSE SOLD.

NEW RESIDENCE PURCHASED.

The Union Church Manse, situate next the Church on Kennedy Road, has, we understand, been sold and a new residence purchased for the use of the Pastor.

It will be recalled that the recent annual report of the Union Church stated that it had long been felt that the position of the Manse was now undesirable, as the district is very congested and becoming noisier every year, it being added that efforts were being made to secure another residence in a quieter locality.

We learn that the object in view has now been attained. The Manse has been sold, and a new house, situate on Severn Road (being No. 400 The Peak) has been purchased in its place. Possession of the newly-acquired residence will be secured later in the year.

The old Manse is, we understand, to be pulled down by the purchaser and two houses erected on the site.

steered their course by times, five minutes to such and such a point, and three minutes to the next place, and so on. There seemed a dual responsibility between the captain and the pilot. Officers on these boats were changed very frequently, and a new officer who knew nothing of the river could not be expected to tell the pilot, of all persons, what to do, and it was absolutely impossible for the captain to be on the bridge from the time the boat left the wharf at Hongkong till she reached Canton.

Continuing, Mr. Brutton said that the quartermaster must have obeyed the order of the pilot. The Heungshan could not have been pointing to the shore had he not done so. It was an impossibility. He was used to obeying the orders of the pilots, and probably did it instinctively.

THREE REASONS.

Mr. Brutton attributed the accident to three reasons: the first, that the pilot placed the boat on a different course without the knowledge of the captain. The captain thought that the usual course had been set and that she should therefore have been nearer to the north bank. The second was that there was no light visible on the Junk Rock buoy. The evidence was conclusive. What Captain Laycock saw at 5.40 a.m. had no bearing at all. The third reason was that the captain's orders were countermanded. The act of porting the helm turned the boat on to the rock, whereas, had she continued to bear to the starboard, there was a possibility that she would have got through on the south of the rock without touching. She might have got through and then the captain could have given the order to port and they would have got in the straight again. Mr. Potter had said that the captain should have known his position. Three things pointed to the opposite. He did not know that the usual course was not being followed; he thought the sampans were ferry boats which ran to the north side of the river; and he did not know that there was a flood tide running which would tend to carry him into the south bank. He asked the Court to say that the captain was not culpable in regard to the accident, and to exonerate him from blame.

FINDING RESERVED.

The President said that the Court would consider the finding and announce it in due course.

CONSTRUCTION COMPANY.

TO-DAY'S ANNUAL MEETING.

The second ordinary yearly meeting of the Hongkong Engineering and Construction Company, Ltd., was held at the offices of Messrs. Shewan, Tomes and Co., at noon to-day. Mr. R. G. Shewan (Managing Director) presided and there were also present the Very Rev. Father Robert, Mr. J. Scott Harrison (Directors) Mr. S. Courtney Cook (Secretary), and Messrs. A. W. Smith, Fung Tat-hang, L. Gair, R. J. Easterbrook, M. A. Razack, W. Yee-tak and Chan Chan-nam (shareholders).

The notice of meeting having been read,

The Chairman said: Gentlemen, As the report, accounts and auditors' report have been in your hands for several days, I propose, with your permission, to adopt the usual procedure and treat the same as read. For the reasons mentioned in our last report the accounts before you are for the half-year only. Although we are able to report a small profit for the half-year we are still left with an adverse balance of \$34,737.41 as the result of the first year's working. On the whole this is not an unsatisfactory result for the first year's working of a new Company like ours. As the Chairman at the last meeting pointed out, we had to start from the beginning and much time and money were expended before we could get together a trained staff and the considerable amount of plant and equipment which is essential for the business of a large contractor, and then we had to set to work to secure business. To do that we took some contracts, at first, which we expected would bring us a profit, though only a small one, but which, as a matter of fact, have left some small losses. They, however, served our purpose, which was to bring ourselves before the public as experienced designers and constructors in reinforced concrete by the most up-to-date methods. In this respect we may claim some measure of success, as portions of our work have been subjected to very severe tests with satisfactory results.

Unexpected difficulties have also been encountered in connection with certain Government contracts and some losses have been sustained. These difficulties have since been overcome and work on the contracts is now proceeding more satisfactorily.

As regards the future, we need not feel at all apprehensive, as we have enough work in hand to keep our plant, equipment and staff fully employed so that our overhead expenses may be based on the lowest possible percentage of cost. In this respect I may tell you that contracts for work now in progress amount to more than \$2,000,000.

The method of piling which is known as the "Frankl" Piling System has been thoroughly tested in actual foundations and has not only given all the results promised but has stood far higher tests than are required. We claim that this method of piling provides both stronger and cheaper foundations than the usual methods, particularly in difficult or reclaimed ground, and we hope to see this process in general use for works of importance in this Colony before long.

I do not want to appear to be too optimistic or to promise more than we can perform, but we have paid for our experience; our organisation has improved. With that experience and as we now have our improved organisation in better shape in every way than we were at the time of the report and accounts may be put.

The adoption of the report and accounts was seconded by Mr. Robert and unanimously agreed to, without question.

On proposition of Mr. Razack, seconded by Mr. Smith, the Hon. Sir Paul Chater and Mr. J. Scott Harrison, the retiring Directors, were unanimously re-elected.

Mr. Fung Tat-hang proposed and Mr. Easterbrook seconded that Messrs. Lowe, Bingham and Matthews be appointed auditors for the ensuing year at a remuneration of \$500. This was unanimously agreed to.

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IN THE NEWS.

TWO FINANCIAL EXPERTS.

Two men of great financial experience have just concluded their labours as heads of important enquiry committees. These are Mr. Rognald McKenna, a former Chancellor of the Exchequer, whose committee has



MR. R. A. MCKENNA.

been investigating the flight of German capital, and now issues proposals for prevention of the evil; and General Charles G. Dawes, the American expert who was appointed,



GENERAL DAWES.

with a fellow-countryman, to the committee on German reparations, and whose report is likely to prove of the greatest importance to the whole of Europe.

of Directors. I take this opportunity of acknowledging our great indebtedness to Mr. Taggart for his valuable assistance as first Managing Director of this Company, and I much regret that he is unable to be present at this step as he considers that his position as Managing Director of certain other companies might lead to a conflict of interests in connection with building contracts now in hand and under consideration.

I now beg to propose that the Report and Accounts of the Company for the half-year ended 31st December, 1923, as presented, be adopted, and when this has been duly seconded, questions as to the report and accounts may be put.

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HOW GERMANY IS TO PAY.

BUDGET REVENUES EXEMPT FOR TWO YEARS.

NORMAL CONDITIONS BY 1929.

(Reuter's Service.)

London, April 9.

It is noteworthy that under the experts' reparations recommendations the Allies would make no direct call upon Germany's budget revenues during the next two years, seeing that payment of a milliard gold marks 1924 to 1925 would be provided by means of a foreign loan of eight hundred million gold marks and two hundred millions from railways.

The payment of 1,220 millions in 1925-26 would be obtained as follows: Five hundred and ninety-five millions from railways, 125 millions from industrial debentures, and 500 millions from the sale of the railway company's shares.

The payment of twelve hundred millions in 1926-27 would comprise 500 millions from railways, 200 millions from a transport tax, 250 millions from industrial debentures, and only 410 millions from the budget revenues.

The payment of 1,750 millions in 1927-28 would comprise 650 millions from railways, 290 millions from the transport tax, 300 millions from industrial debentures, and 500 millions from budget revenues.

The experts assume that Germany's financial and economic situation will have returned to normal by the end of 1928-29. The payment of 2,500 millions in that year will comprise 660 millions from railways 290 millions from the transport tax, 300 millions from industrial debentures, and 1,250 millions from the budget revenues.

French and German Views.

Paris, April 9.

The evening newspapers comment favourably on the expert reports, and consider the value of these is derived from their unanimity. They think they justify the French policy. The Temps, referring to the experts' recommendation that France and Belgium shall forthwith abandon the exploitation of the Ruhr and Rhineland Pledges, while claiming to substitute completion of guarantees, says that France realises the extent of the sacrifice asked for, but is ready to raise no obstacle to the agreement proposed.

Berlin, April 9.

The early newspaper views vary from the Nationalist Deutsche Zeitung, which regards General Dawes' letter as distinctly pro-German and anti-French, to the Deutsche Allgemeine, the industrialists organ, which is at present prepared to concede that a great attempt has been made to solve the reparations question in a businesslike manner.

What Germany Thinks.

Berlin, April 9.

Political circles here regard the experts' decisions, as far as already known, as containing the possibility of discussion. The opinion is held that the figures are far too high, but the proposals are assured a thorough examination.

OUR MOTOR BUSES.

MATTERS NEEDING ATTENTION.

We have received the following letter for publication:—

Sir,—A point worthy of notice, especially in view of the recent motor bus smash on the Castle Peak Road, is that in London the drivers of the buses are entirely isolated from the passengers and also that no wind screens are fitted, the driver being supplied with a tarpaulin which he can pull up sufficiently high to protect most of his body from the elements but having his vision clear and uninterrupted. I am not certain but I rather believe that these two points are covered by London County Council Regulations.

Here, exactly the opposite takes place in wet weather, the vision being partially obscured by a wet glass wind-shield and the driver is surrounded by a party of talkative friends further distracting his attention.

Also with the type of bus in general use here the driver sits either in the middle of the vehicle or on the left hand side, which is absolutely wrong when a left hand rule of the road is enforced, as it means that whilst a driver can overtake vehicles with the minimum of risk, he has not a very clear vision of the distance between his own and the on-coming vehicle.

A driver has no right to overtake and pass a vehicle going in the same direction as himself unless he has plenty of room, whereas he has to pass vehicles coming towards him whether he likes it or not and very often with only inches of space.

Some towns in England, I believe, entirely prohibit the use of "left-hand drive" cars within their boundaries, and it would be an advantage to "read" where it that were in force here.

Yours etc.

Some towns in England, I believe, entirely prohibit the use of "left-hand drive" cars within their boundaries, and it would be an advantage to "read" where it that were in force here.

ELECTROCUTED.

WORKMAN'S TRAGIC DEATH.

Sudden death by electrocution befel an electrician whilst at work on a standard on the hillside at Pokfulam yesterday.

According to the story told by a number of earth-coolies living in a matched near-by, the man was seen to climb the pole, and, after having reached the top and attended to the wires, a sudden flash occurred, and the man fell backwards, dropping heavily to the ground. Death had occurred when the police arrived on the spot. It was then found the man had been electrocuted. He had with him the regulation rubber gloves worn by electricians, but his right hand was left uncovered. The missing glove was found near where the man fell.

Although not one of the Electric Company's employees the man had apparently been engaged in fixing the plugs connecting the mains with the branch wire leading to a new house on Sassoon Road.

ARMED ROBBERY.

A COOLIE'S HOUSE ENTERED.

Armed with a dagger, a chopper and a revolver respectively, three men committed an armed robbery about midnight at Matsuiwai, the house chosen being the abode of a coolie. The latter to-day stated that whilst asleep the door was burst open, and armed with torches the men made their appearance. He was subjected to a search, and after staying in the place for about a quarter of an hour the gang made their escape with money and property amounting in value to \$74.90.

TO-DAY.

Coining Exchange is 4/10/10.
Barometer 30.1 in.
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"HEUNGSHAN" ENQUIRY.

CAPT. THOMAS QUESTIONED.

The enquiry into the stranding of the s.s. Heungshan was continued yesterday afternoon, when Capt. Thomas was questioned at considerable length.

On the resumption after fifteen minutes Mr. G. K. Hall Brutton continued his examination of Capt. Thomas.

Mr. Brutton: How many passengers and crew were transferred?

Captain Thomas: Six hundred passengers with their effects and between seventy and one hundred crew.

From Tai Shuk Tau, to Junk Rock, what is the usual course?—South West by South 1/4 South.

When did you know that this course was not set?—Some days later.

What were you concentrating on on this particular night?—As always in fog and rain, on objects. Looking into the compass is blinding on such a night. The actual steering and setting of courses is left to the pilot. This particular man has had many years experience under my command, first as quartermaster in s.s. Fatshan. When I was appointed to the Heungshan in 1907, I took him with me. Later I made him second pilot and in 1914, No. 1 Pilot. I considered that he was a perfectly safe and reliable man. Many of the courses steered are not courses in the true sense of the word, but constant swingings to follow the contour of the river.

What orders did you give?—Starboard, (throwing out his arm). I always use my arm that there may be no doubt as to my meaning.

Why the order to Starboard, the helm?—To miss the sampans. Had my order not been countermanded, we should have missed the sampans, one of which was actually Junk Rock buoy. Had I learnt immediately that one of them was the buoy, I should have put my helm hard a port, the starboard engine full speed astern, and the odds are that we should have cleared the rock. By the time we realised that it was the Junk Rock buoy, it was right under the bows.

Further questions established the fact that neither the Captain, the Chief Officer, Pilot, Quartermaster, nor look-out man in the bows saw any light. The supposed sampans were merely dark objects on the water.

Fireworks and a Report.

Mr. Brutton: Did you hear the pilot give the order to Port the helm?

Witness: No. Had I done so there would have been fireworks on the bridge. In passing, I would like to say that it was because of such happenings as this that I invented the little helm tell-tale device which has since been adopted by all our ships.

You think that the Quartermaster first tried to obey you, and then later, the pilot?—To the first part of the question, I would say I think so. To the second, I am certain he did so or the ship could never have swung as she did.

Mr. Eldon Potter, then commenced his cross examination.

Mr. Potter: I put it to you that prior to the evidence of the pilot given in this Court this morning, the important point of the counter-mandament of your orders had not been reported to the Company. I suggest that having that knowledge, you should have taken steps to inform them that the allegation might be sifted.

Witness: I considered that having asked for a Court of Enquiry the right and proper persons to sift such evidence, in justice to my employers and myself, was the Court.

How can it be sifted, we have only known of it this last half

hour?—The men are sitting here in Court.

Had you known of the counter-mandament of orders prior to writing your report, would you have reported it?—Most certainly.

I suggest it was your duty to report anything which you may have heard subsequent to the writing of your report.—Why?

Firstly, because the ship belonged to the Company; and secondly, in your own interests.—The written report which I sent in is the report of my own experiences, and what I learned after could alter that in no way. In the interests of justice and also in my own interest, I preferred that everything which had any bearing on the case, should be investigated by impartial people.

Reverting to the steering, Mr. Potter said: From your evidence I gather that the steering is left entirely in the pilot's hands?—Not entirely. As I previously stated, in the upper river, the course is frequently following the contour of the river.

Captain Thomas then identified his report of the occurrence, and questioned as to visibility, stated that at Tai Shuk Tau he could see both sides of the river, and that the usual course from there—South West by South 1/4 South—would take the ship to the North of Junk Rock. Also, that in view of later knowledge of the night's happenings he knew that had the ship continued on her course she would not have cleared the rock.

The Light.

Mr. Potter: I put it to you Captain Thomas, that you were so far out of your course as to be entirely wrong?—That is not so.

I would suggest that being in a position to see both banks of the river, you should have realised that you were out of your course. I should say Sir, that we masters of vessels who ply up and down the river, day after day, year after year, see the bank as a defined line and we know fairly well just where we are, but you must realise that in such circumstances as these, an error of a very few feet is dangerous.

You suggest that the absence of the light was the cause of the accident?—Absolutely.

Captain Thomas, admitted that the light was burning when the following ship, the Kwong Sai, arrived on the scene, and also that he had seen Captain Swaine of the Canton Harbour Office, personally. Captain Swaine, on arrival at the stranded steamer, informed Captain Thomas that the light keeper had mentioned the fact that the Heungshan had passed between the rock and the buoy, and therefore would be haled on the port-side. As a matter of fact the ship was holed on the starboard side, and from this Captain Thomas deduced that the ship's arrival had awakened the lightkeeper, and the confusion gave him an opportunity to trim the light without being observed.

Further questions elicited the fact that the accident took place within a minute of the order to starboard the helm being given. The ship had answered her helm, but what she had continued the alteration it was hard to say, as the sampans, the real reason for the alteration, had swung past the Captain's line of vision and he thus had no check.

Mr. Potter suggested that in proceeding up the river, the Heungshan had been too close to the ship passing up ahead of her, but Captain Thomas, as an experienced navigator, denied this. He was highly two lengths from her, and going at slow speed, he had time and power to avoid any danger of collision, should it arise.

(Continued on Page 4)

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RACING.

THE EASTER MEETING.

The following are the weights allotted in the handicaps on Saturday, April 19:

Twickenham Hdp. (A Class: One Mile)—Benz (157), Rothney (192), Kapi (161), Full House (159), Rialto Star (158), Sunstar (159), Washington (159), Valiant Dublin (157), Edenhall (159), Starhand (159), King Charlie (159), Rivergrass (159), Yellow River (159), Magnificent, Dublin (151), Strathfarrior (153), Hartfield (153), Oak Leaf (152), White Rose (150), Mongolian Prince (150), King Johnnie (149), Langsat (147), King Pippin (147), Bandicoot (144).

Limonite (145), What To Do (141), Twickenham Hdp. (B Class: One Mile)—Nastarm II (161), Mopoke (150), Silver Leaf (157), Magnette (150), Grey Dragon (155), Loch Rannoch (155), Mountain Hawk (153), Belle Isle (153), Arizona (151), Peerless Dublin (150), Durian (150), King Canute (150), Munketeer (149), Duki (149), Spengrass (149), Mancharian Prince (147), The Wink (147), Pitt Mouse (147), King Alfred (147), Wombat (146), Gaudie (146), Cotton grass (140), Jadestone (143), Golden Jubilee (145), Uncle George (144), Uinkso (143), Wattham (142), Fisher Hdp. (One and One Quarter Miles)—Spotted, Sand (169), Kapi (163), Rothney (161).

Benz (159), Sunstar (159), Full House (157), Rivergrass (157), Valiant Dublin (151), Magnificent Dublin (151), Yellow River (151), Mopoke (152), Bandicoot (152), Oak Leaf (151), King Johnnie (150), Kapi Canute (150), Kennington (149), Grey Dragon (149), Durian (149), Breckon (149), Mountain Hawk (147), Limonite (146), Mancharian Prince (145).

TATE GALLERY PURCHASE.
The trustees of the National Gallery of British Art have purchased for the nation a drawing entitled "Cromer Hotel," by Francis Unwin, from the recent exhibition of his works held at the St. George's Gallery.

SALESMAN SAM.

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In Case
5 3/4 Lbs.

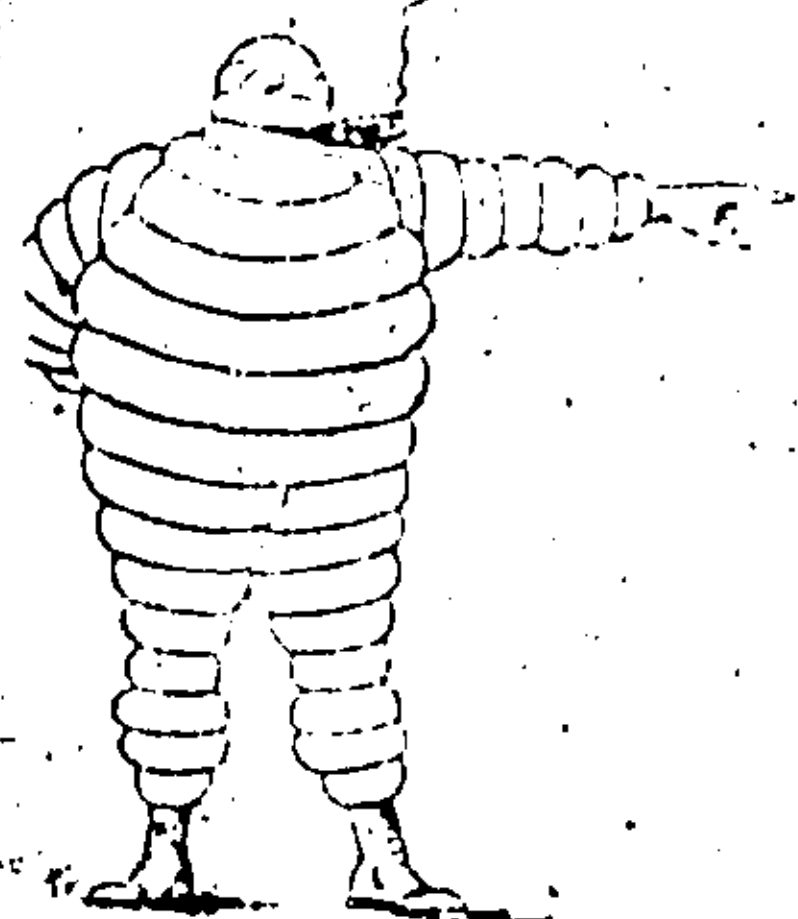


Minimum
Weight
Maximum
Service

PORTABLE MODEL

Sole Agents
DODWELL & CO., LTD.
Queen's Eldon. Phone C.1850

MICHELIN TYRES



FOR
SERVICE
RELIABILITY
AND
ECONOMY

Sole Agents—

EUROPE-ASIA TRADING CO.

Telephone 3438.

China Building, 1st Floor.



BOVO-LACTIN

The Key of Life

in the treatment of gastric and intestinal disorders.

THE chief aim in the treatment of these conditions is to throw as little strain as possible on the digestive organs and at the same time maintain the patient's strength and increase the powers of resistance. On account of its concentration, high protein content, and ease of assimilation INVALID BOVO-LACTIN meets these indications admirably.

In cases of obstinate vomiting it is retained when all else fails.

In the prostration during and following attacks of diarrhoea it acts like a charm.

It is invaluable in the after treatment of cases of gastritis and enteritis due to the ingestion of unsuitable foods.

Other BOVO-LACTIN Preparations:

BOVO-LACTIN ESSENCE.

A concentrated protein preparation with a high vitamin content. May be taken in hot water or cold soda water.

BOVO-LACTIN CHOCOLATE.

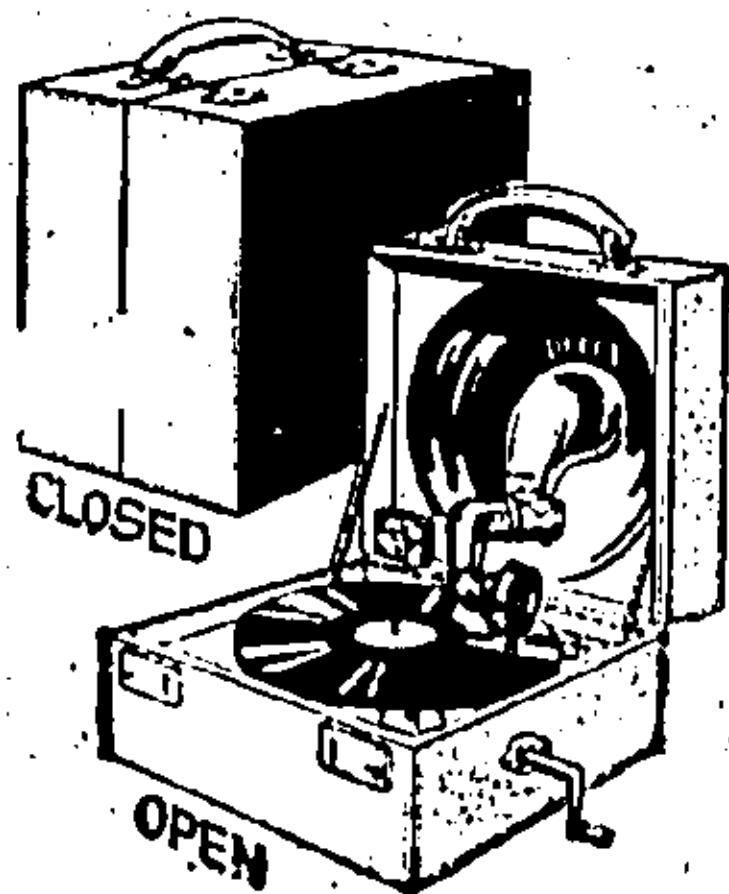
The finest chocolate powder combined with Bovo-Lactin. A refreshing energising beverage.

Supplied by—

Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary, Colonial Dispensary, The Pharmacy, The China Dispensary, The Kowloon Dispensary.

PROTABLE GRAMOPHONE

11½ inches
Square



Weight 7½
lbs.

Prices From \$45.00 Less 10% Discount For Cash.

AT

ANDERSON'S

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP-CHANDLERS & HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

25, WING WOO ST.
Central.



Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of remedies and have been given over to painful anxiety?

That's the defect of refraction. Come and consult with our optometrist.

NATIONAL OPTICAL CO., LTD.
GRADUATE OPTICIANS
40, QUEEN'S ROAD CENTRAL

"HEUNGSHAN" ENQUIRY.

(Continued from Page 2)

A Homely Smile.

Mr. Potter insisted that this closeness to the floating may have been responsible for everybody on board the Heungshan missing the light, since that ship may have obscured the view.—I don't think so.

Mr. Potter:—I put it to you that you should have known by the banks exactly where you were.

Witness' reply to this was to lead Mr. Potter along one of those simple lanes with a man trap at the end, which are the delight of examiners, only when they are conducting the examination. In all simplicity, Captain Thomas asked Mr. Potter whether he had any time entered a foot in his house which was in absolute darkness. This being admitted, Mr. Potter had to confess that he probably could not do it without kicking something and having difficulty in placing his hand on the object of his search, although he might know where it lay. Well, the river was a dark room to Captain Thomas on a night of this description.

Reverting to the question of responsibility for the steering, Captain Thomas again stressed the fact that the pilot had appeared to be a man who could be relied upon; this after many years good service.

Questions were then put by Lieut. Comdr. Conway Blake and Lieut. Comdr. Dawson, and in reply witness said it was his firm opinion that the lightkeeper allowed the light to dim down and returned it at about 5 a.m. when the traffic commenced again. He lived in the village of Sun Chau, which was within a very short distance of the rock, and it would be a simple matter to slip off in a sampan when necessary. His previous experience of the light was that it was frequently very bad, and was sometimes only sighted at a quarter of a mile. The man being allowed a certain amount of oil to last him over a month might very well help himself. Such cases had happened in the past with certain other lights on the river. It was only an ordinary globe oil lamp and was always rather difficult to pick up. He had no doubt as to the identity of the village of Sun Chau. The visibility was about a quarter of a mile at Tai Shuk Tau, and he

EARLIER TELEGRAMS.

THE FLIGHT OF GERMAN CAPITAL.

Paris, April 9.

The report of the McKenna Committee, enquiring into the flight of German capital, estimates the value of German capital abroad at the end of last year at between 5,700 and 7,800 millions of gold marks, making, with a half milliard of foreign money held in Germany, a grand total of eight milliards.

It states that the principal method of acquiring foreign capital was by negotiating paper marks abroad, and declares that enquiries at the principal German banks, assisted by chartered accountants, show that the Germans thus made a net profit of seven or eight milliards.

The report enumerates other methods of the export of capital, like the sale of merchandise, securities, bullion, and bills of exchange.

In order to stop the flight of capital the Report recommends the abolition of the cause; namely, the definite cessation of inflation. It attributes the flight of capital principally to the failure to balance the Budget, causing capitalists to translate money into foreign denominations, to avoid loss through the depreciation of their own currency.

It also declares that the flight is accentuated by the attitude of the German people towards the payments Germany is called upon to make to her war creditors.

The Committee refers the recommendations to the Dawes Committee for establishing German money on a stable foundation, thus facilitating the return of a large amount of German wealth, now abroad, to ordinary commercial channels. It proposes, for the period of transition, that persons liable to penalties under the existing law should be pardoned, and advantages offered the Germans to subscribe to loans in foreign currency.—Reuter.

INTERNATIONAL CHESS TOURNEY.

New York, April 9.

In the sixteenth round Doctor Lasker beat Reti. Tartakower beat Janowski. Alekhin drew with Edward Lasker. Capablanca drew with Marshall.—Reuter.

TO OPEN OKHOTSK TO TRADE.

Moscow, April 9.

The committee on home trade intends to despatch an expedition to the coasts of Okhotsk. It proposes to declare the whole coast an open port in order to attract foreign capital. Eighty thousand people are reported starving in Omsk province.—Reuter.

RUSSIAN ARISTOCRATS CONDEMNED TO DEATH.

Moscow, April 9.

The trial has concluded at Kieff of a number of well-known local intelligentsia, mostly social democrats, on the charge of treason. The following sentences were delivered: Tchekobakov, Yakovlev, Zinovsky and Madame Vinogradova, sentenced to death; the two brothers Vasilenko, and Tcheloensky, Smirnov and Telygo to ten years imprisonment; Anna Kapoustinskina to seven years, and others to five years. The condemned have the right of appeal within forty-eight hours.—Reuter.

thought he was in the middle of the river. Before leaving the witness straight forward, that such a proceeding would be unnecessary; therefore each man has been allowed to make his own statement. The Court then adjourned until 10.30 a.m. to-day.

Special Spring Sale

NOW ON

We are now offering the whole of our vast stocks at bargain prices—prices which will save you many dollars.

Bargains in all Departments

THE SINCERE CO.

SYNCHRONOME ELECTRIC CLOCKS.

THE
"SYNCHRONOME"
System of Electrical
Impulse Clocks

consists of

An Electrically-Driven Pendulum which operates any number of Dials. The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner. Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention. They are correct to within half a minute in six months. Let us quote you for complete installation.

SHEWAN TOMES & CO.

Sole Agents.
Tel. 781.

THE LATEST MODEL

LADIES'

Spring Hats

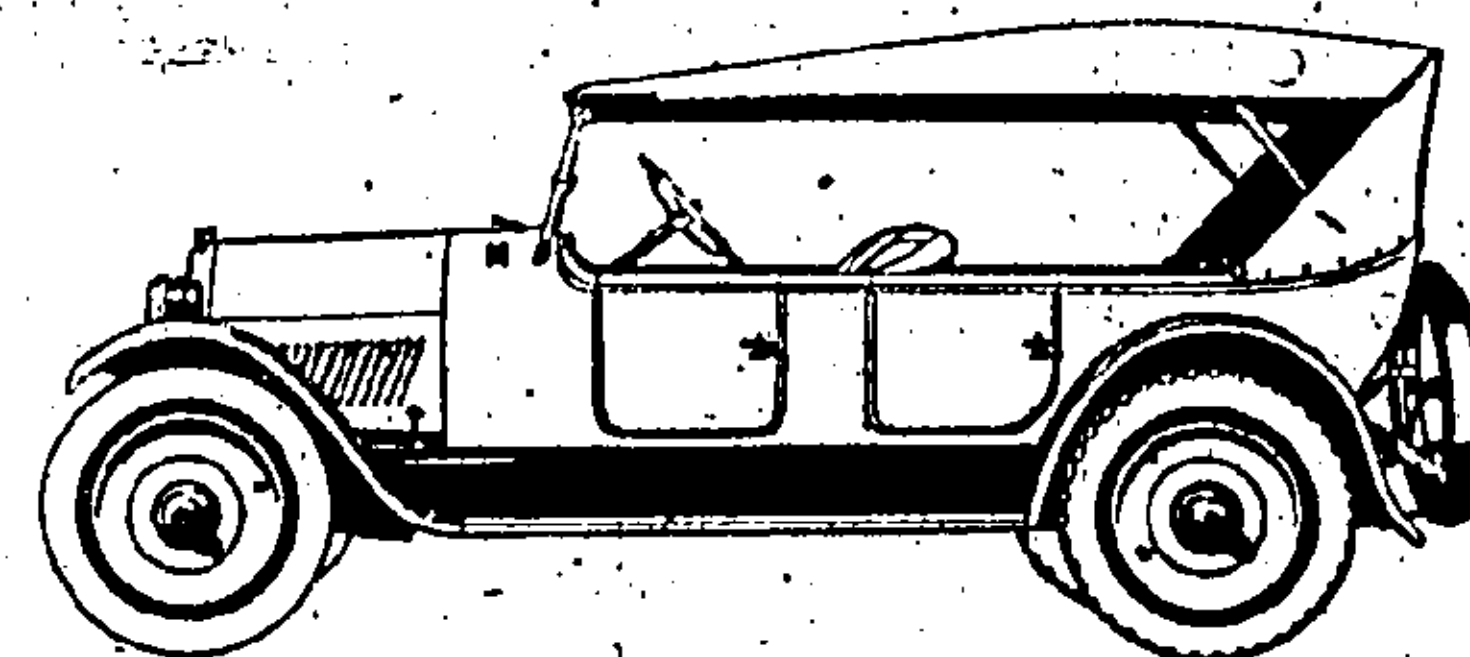
are Smarter Than Ever.

Prices Reasonable.

LARGE RANGE of NEW
FLOWERS.

YEE SANG FAT CO.

Oldsmobile



Price \$2,500 fully equipped including.

Disc Wheels, Spare Cord Tyre & Tube, Double Bar Bumper.

The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 3493.
Distributors.

HALL'S DISTEMPER

The KING of Water Paints

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters. Write for our Brochure on "How to decorate your Home" to

William C. Jack & Co., Ltd.

Sole Agents
HONGKONG & SOUTH CHINA

TO-DAY'S NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid
State if Box No. is required

WANTED.

PITMAN'S SHORTHAND.
At the Italian Convent, 28
Caine Road. A course for be-
ginners starting on the 15th inst.
Theory and Speed classes
proceeding.

WANTED.—Interpreter,
British Subject born, White
Race, able to speak, read, and
write dialects of Southern China.
Should also be qualified, Steno-
grapher, apply P.O. Box 247,
giving full information of quali-
fications and experience.

TO BE LET.

TO LET. Large Ground Floor
Office, Central Location.
Particularly suitable for Banking
business. Apply Box 1091 c/o
"Hongkong Telegraph."

TO LET. For two months.
Five rooms furnished house
at Magazine Gap with Bath
Tennis court attached. Apply
Box 1093, c/o "Hongkong
Telegraph."

TO LET. Two rooms Euro-
pean flat in Tsim Sha Tsui
on first floor, with Bath room
Servants' quarters and kitchen.
Apply Box No. 1103 c/o "Hong-
kong Telegraph."

TO LET. FURNISHED six-
roomed HOUSE in Kennedy
Road (opposite Old German
Club, Tennis Court, flower and
vegetable Gardens. For one
year from June. Apply Box
No. 1105 care of "Hongkong
Telegraph."

TO LET. From May 1st, Hum-
phrey's Buildings, Kowloon.
Well furnished double room (with
bath) Private modern bathroom
attached. Apply Box No. 1106
c/o "Hongkong Telegraph."

PRIVATE HOTEL. 1, Victoria
Gardens, Kowloon, 1 minute
from ferry, next door new hotel.
Terms from \$4 per day, full board
special rates for families. Tele-
phone K. 357.

TO LET FOR 6 MONTHS.
Peak residence—253 "The
Falls" unfurnished, with garden
and swimming tank. Possession
1st April, 1924. Apply SANG
KEE, New Bank Building.

TO LET. One large office
room, with partitions, in
centre position. Please apply
to P.O. Box No. 423.

TO LET. 7 houses in Garden
Road, Causeway Bay, near
waterfront, good locality, suit-
able for godowns and factories,
nicely built with reinforced con-
crete—upper flats suitable for
dwelling purposes with water-
meters. Apply No. 2 Gordon
Road, Causeway Bay or Tel.
C.2721. Cheong Hing Contractor
Company.

TO BE LET.

TO LET.—Unfurnished five-
roomed house, recently built,
in good locality, Kowloon; near
Ferry. Apply:—Box No. 1108,
c/o "Hongkong Telegraph."

TO LET.—Two roomed flats
Chantong Street, Light &
airy, electric lights, Water, two
minutes from Shamone British
bridge. Apply E. R. Mogra,
Shamone.

TO LET.—Furnished from
June 1st, New House at Deep
Water Bay with 4 bedrooms,
drawing and dining room and
library. Hot and cold water laid
on. Flush sanitary system.
Servants quarters and garage,
1½ acres of ground. Apply to
Geo. P. Lammert, 4 Queen's
Road, Central.

FOR SALE.

JUST received a shipment of
PRINTED VOILES Oriental
designs. Also ARTIFICIAL
SILK for Knitting Jumpers in
various colours. Inspection invit-
ed. "MARGUERITE" 1, Rose
Terrace, Kowloon.

FOR lease or rent three flats in
new building Hongkong
side; splendid location overlook-
ing harbour. All modern im-
provements; board if desired. Tel.
4630, Hongkong Small Investors'
Share And Real Estate Co.

FOR SALE. "Bangour," 192
Mount Kellet, Four-roomed
Bungalow with Hall. Recently
reconstructed and entirely mod-
ernised. Site area 37500 sq. ft.
Possession 1st May 1924. For
particulars as to the condition
of sale may be seen at the Por-
tuguese Consulate in Hongkong
and at this Treasury Office.
Dated at the Treasury Office
of the Province of Macao, the 31st
March, 1924.
ANTONIO DE MEIRELES,
Director

NOTIFICATION

NOTICE is hereby given that
a Public Auction will be
held at this Treasury Office on
THURSDAY the 15th May,
1924, at 11 a.m. for the sale of
the opium monopoly in Macao,
for a period of three years ex-
tending from 1st July, 1924, to
30th June, 1927.

Particulars as to the condition
of sale may be seen at the Por-
tuguese Consulate in Hongkong
and at this Treasury Office.
Dated at the Treasury Office
of the Province of Macao, the 31st
March, 1924.
ANTONIO DE MEIRELES,
Director

Just Arrived

JOHNSON & SON'S

Intensifier, Reducer, Blue
and Sepia Toner, Metal—
Quinol, Pyro, and Azol
Developer, Acid Hypo etc.

MEE CHEUNG
PHOTOGRAPHER.

Studio: Ice House Street
1st Branch:—Beaconsfield
Arcade
2nd Branch: Main Corridor,
of Hongkong Hotel.
Official Photographers to the
"Hongkong Telegraph"

MACAO GOVERNMENT.

SALE OF ONE MOTOR BOAT
AND THE POLICE LAUNCH
"ALMIRANTE LACERDA."

Notice is hereby given that on
the 20th May next at 2.30 p.m.
will be sold at the Macao
Naval Yard, the under-mentioned
vessels, which are no longer suit-
able for the Naval service of this
Colony.
Hull, Engines and Boilers of the
Police launch "Almirante Lacerda"
with the following characteristics:
Hull with plank, frames and
keel in teakwood.
Length overall 90' 10". Beam
14' 0". Maximum draught 6' 3".
Engine "Compound" system com-
plete with all fittings.
H.P. cylinder 11-1/8", L.P.
22-3/16", Stroke 16".
Boiler cylindrical: Length 10' 0".
Diameter 7' 8".
Speed 10 knots. Displacement
about 100 tons.

Motor-boat with 15 B.H.P. Fay
& Bowen engine; hull in China
pine, frames in teak.
Dimension: 27' 0" x 7' 0" x 2' 8".
Speed: 8 knots.

The above boats can be observed
at the Macao Naval Yard every day
and are sold under the present
conditions:
The tenders for the boats shall
be sealed and sent to this Office
up to the 19th May, 1924.

The said tenders must be ac-
companied by a remittance of
\$500.00 for the launch "Almirante
Lacerda," and \$50.00 for the
motor-boat, which will be returned
to unsuccessful bidders after the
auction.

The balance of the purchase
money must be paid by the success-
ful bidders within 24 hours from
the acceptance, and the boats
removed within 8 days.

On sale also some other mate-
rials considered unsuitable for the
same Naval Yard, will be put in
public auction on the occasion, and
the removal of the same must be
immediately after the payment.
Secção de Administração e Con-
tabilidade da Marinha Colonial em
Macao, 5 de Abril de 1924.
O Chefe da Secção,
CARLOS LUZ,
1º ten. da A. N.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Weather & ground permitting
the re-play of the match
Ng Sze Kwong v. T. Honda
will take place on MONDAY,
14th April. Play to START at
4 p.m.

Seats on the Stands will be re-
served. Members, Subscribers
and Holders of "Privilege"
Tickets, may book seats at the
Pavilion up to 8 p.m. Friday,
11th April. Booking there after
will be at Messrs. Moutrie & Co.
Price \$1 each.
Ticket holders are requested to
consult plan on back of ticket.

Ming Yuen Studios.

Undertake all kinds of high
class Photographs.

At home work and wedding
groups a speciality.

Call and see Specimens in our
Studios (top floor 14
Beaconsfield Arcade).

Only experienced men em-
ployed.

Official Photographers to the
"Hongkong Telegraph"

AMUSEMENTS

BOXING BOXING

VICTORIA RECREATION
CLUB.

Thursday, Friday, & Saturday,
April, 10th, 11th, & 12th.
Commencing 6 p.m. & 9 p.m.
on Thursday and Friday, and
9 p.m. on Saturday.
Admission \$2.00 and \$1.00
Ringside seats \$3.00
Season tickets \$7.00
Booking at the Anderson
Music Co.

SOCIETY OF ST. GEORGE,
HONGKONG.

THE Annual General Meeting
of the Society will be held
in the City Hall, on MONDAY,
14th April, 1924 at 5.15 p.m.

For the following purposes:—
(a) To receive the Report of the
Committee and Statement of
Accounts for the past year.

(b) To elect the Officers and Com-
mittee for the ensuing year.

(c) To consider the manner in
which St. George's Day shall
be celebrated.

(d) To transact any other busi-
ness of which due notice has
been given.

All Members are requested to
attend.
G. H. PIERCE,
Hon. Secretary.

Hongkong, 5th April 1924.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

STEAM FOR SINGAPORE
PENANG, COLOMBO
AND BOMBAY.

THROUGH BILLS OF
LADING ISSUED FOR
EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
AND LONDON.

THE Steamship.

"LAHORE"

carrying His Majesty's Mails,
will be despatched from this
port at Noon on Wednesday the
16th April, taking Cargo for the
above Ports.

Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped
to the on-carrying Steamer for
Marseilles and London.

Parcels will be received at the
Office up to Noon the day before
sailing. The contents and value
of all packages are required.

For further particulars, apply
to
MACKINNON, MACKENZIE
& CO.,
Agents.

Hongkong, April, 10th, 1924.

DYSPEPTICS CAN EAT
WHAT THEY LIKE

If they take half a teaspoonful of
Bismag immediately after eating.
No matter how badly you may
suffer from indigestion, dyspepsia,
gas, flatulence, or acidity—no
matter how many medicines you
may have tried without success—
don't give up hope. Thousands
who once suffered as you now
suffer—who had tried everything
without obtaining relief—now
enjoy perfect health, and can get
almost anything without the
slightest pain or discomfort. You
can do the same if you will go
to-day to any good chemist and
get a package of Bismag.
Take as directed
above and you'll soon forget you
ever had a stomach. You'll find
your vital organs strengthened,
while content and enjoyment
will fill your life. But be quite
sure you get the right thing
for your protection the oval
"BISMAG" trade mark is
prominently displayed on the
wrapper, and you should look for
it when buying.

The Sign
of the
Bismag

FORTHCOMING AUCTION SALES.

Lammert Bros. Lammert Bros. HUGHES & HOUGH
LIMITED.

PUBLIC AUCTION

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on
Friday, the 11th April, 1924,
commencing at 12 (Noon)
at their Sales Room, Duddell
Street.

(for account of the concerned)
A fine Selection of Suit
Lengths, Ladies' Silk dress
lengths, (latest patterns), Silk
and other linings, Raincoats
and Tailors' Sundries.

On View from Thursday, the
10th April 1924.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on
Wed, the 11th June 1924,
commencing at 3 p.m.
at the premises of the Hongkong
Tramway Co., Ltd., Bowrington
Canal Road East.

**The Steam Driven Electric
Generating Plant.**
consisting as:—
Boilers

Two Babcock & Wilcox Boilers
(complete) each having
approximately 3,654 square
feet of heating surface,
guaranteed to evaporate
under normal conditions
12,000 lbs. of water per
hour.

Working pressure 160 lbs. per
square inch.
Both Boilers fitted with chain
grate stokers.

Engines

Two 420 B.H.P. Horizontal com-
pound condensing steam
engines by Messrs. Yates &
Thorn of Blackburn, coupled
direct to two 700 Kilowatt
Direct Current Dick Kerr
Generators.

Volts 550, R.P.M. 100.
Complete with steam piping
etc., etc.

One 150 B.H.P. Vertical Com-
pound condensing steam en-
gine, by Messrs. Belliss and
Morcom Ltd., coupled direct
to one 200 Kilowatt Direct
Current Dick Kerr Generator.
Volts 550, R.P.M. 250.
Complete with steam piping etc.,
etc.

Auxiliary Plant

One W. H. Allen Tandem com-
pound engine, coupled direct
to a 20 Kilowatt Direct Cur-
rent Dick Kerr Generator.
Volts 110, R.P.M. 500.

One Dick Kerr Motor Generator
Set.
Motor 550 Volts, Generator 110
Volts, R.P.M. 500

One Remington two cylinder
crude oil engine direct
coupled to a 15 Kilowatt
Direct Current Chandeyson
Generator.
Volts 125, R.P.M. 400.

Switchboard.

Switchboard of highly polished
slate completely fitted up for
running Generators and
Auxiliary Plant.

Catalogues will be issued
For further particulars apply
to the Undersigned.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, 10th April, 1924.

NOTICE.

I, the undersigned, C. L. Chung,
have resigned from the
services of Messrs. Universal
Picture Corporation of New
York (Hongkong Branch) and
will start my own business
with Mr. J. M. Shroff at 24 Ice
House Street.

C. L. CHUNG,
(signed).
Hongkong, April 9th, 1924.

THE EASTERN NEWS
PUBLISHED BY
THE EASTERN NEWS
PUBLICATION CO., LTD.
25, ICE HOUSE STREET,
HONGKONG.

PUBLIC AUCTION.

THE Undersigned have receiv-
ed instructions from A. W.
van Andel Esq., to sell by Public
Auction on
Mon, the 14th April, 1924,
commencing at 2.45 p.m.
at "Louran Villa" No. 11 Chat-
ham Road, Kowloon

**A Quantity of Valuable House-
hold Furniture**

comprising:—
Chesterfield Couch and Chairs,
Dining Room Suite, Brass
Ornaments, Curtains, Carpets,
etc., etc.

2 Bed Room Suite, Chest of
Drawers, Screens, Single and
Double Wardrobes with Glass
Doors, Card Tables, Glass Ware,
Pictures, etc., etc.

also

A Quantity of Blackwood
Furniture

and
One Complete Nursery.
Catalogues will be issued
On View from Sunday the 13th
April 1924.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on
Wed, the 10th April 1924,
at 3 o'clock p.m.

at No. 6 Catchick Street,
Kennedy Town

**Two Complete Sets Rattan and
Cane Splitting Machinery.**

to be put up in two Lots

Lot 1. Machinery consists of 2
Splitters and 4 Shavers
complete with Shafting
and Pedestals and a
Quantity of Spare Cane
Splitting Cutters (New).

Lot 2 Machinery consists of 2
Splitters and 6 Shavers
with a Quantity of Spare
Cane Splitting Cutters.

N. B. The Machinery
comprising Lot 1 has been
in use for 6 months and
is in first class and
serviceable condition.
The items comprising
Lot 2 are now and are
still in their original
cases.

For Further Particulars apply
to be Undersigned.

Terms:—30% of the purchase
price on fall of hammer.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on
Wed, the 16th April, 1924,
commencing at 3 p.m.

at No 6 Catchick Street,
Kennedy Town

(for account of the concerned)
18 "Dover" Independent Cooking Stoves

18 Sets of Fire Bricks to suit "Dover"

**24 Grates and Fire Place Interiors as
follows:—**

46 Interiors 20" x 38" x 16" Fire

12 "do" "do" "do" "do" "do" "do"

12 Tile Register Grates
34" x 36" x 16" Fire

12 "do" "do" "do" "do" "do" "do"

36" x 38" x 16" Fire

A Good Opportunity for Build-
ers and Contractors

Terms:—Cash on Delivery
LAMMERT BROS.,
Auctioneers.

NOTICE.

NOTICE is hereby given that
scrip No 4 27 for 500 shares
Ewo Cotton Mills Ltd., in the
name of Mr. Ezra Abraham of
Hongkong together with a duly
executed transfer deed purporting
to assign the said shares has
been lost.

The said shares are the prop-
erty of the undersigned, and
application has been duly made
to the Company for the issue of
a duplicate scrip.

The public is therefore warned
against dealing with the said
shares without reference to the
undersigned. Any person having
any knowledge as to the where-
abouts of the said scrip is asked
to communicate with the under-
signed.

ELMS & CO.
Share and General Brokers,
25, Ice House Street,
Hongkong, 3rd April 1924.

IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public
Auction, (for Account of the Con-
cerned),
on FRIDAY,
the 11th April, 1924, at 2.30 p.m.,
at 297, The Peak,
A Small Quantity of
Valuable Blackwood Furniture,

comprising:—
Tables, Stools, Cabinet, Flower
Stands, Chairs, Screens, Teapots,
M-T. Tables, etc.

Also
Pictures, Rattan Ware, Tables,
Lamps, Bronzes and General House-
hold Sundries, one Ricksha, etc.,
etc.

And
1 Grand Piano (Pezol),
2 Large Carpets 24 X 12.
Hongkong, 1st April, 1924.
Terms:—Cash on delivery.
HUGHES & HOUGH, LTD.,
Auctioneers.

G. R.

NOTICE.

Particulars and Conditions of the
Sale by Public Auction to be held
on Monday, the 14th day of
April, 1924, at 3 p.m., at the
Office of the Public Works
Department, by Order of His
Excellency the Governor, of one
Lot of Crown Land at Kennedy
Road in the Colony of Hongkong,
for a term of 75 years, with the
option of renewal at a Crown
Rent to be fixed by the Surveyor
of His Majesty the KING, for one
further term of 75 years.

PARTICULARS OF THE LOT

On Monday, the 14th day					
April, 1924, at 3 p.m., at					
Offices of the Public Works					
Department, by Order of					
Excellency the Governor, of					
Lot of Crown Land at Kowloon					
Road in the Colony of Hong Kong					
for a term of 75 years, with					
option of renewal at a					
Rent to be fixed by the Survey					
of His Majesty the KING, for					
further term of 75 years.					
PARTICULARS OF THE					
No. of Sale, Registry, No.	Boundary Measurements.				Containing in Acres.
	Locality.				
	N.	E.	S.	W.	
	feet.	feet.	feet.	feet.	
	As per plan.				
Inland Lot No. 2153					About
Inland Lot No. 2153					
near Island Lot No. 2153					

MESSAGERIES MARITIMES			
SERVICES CONTRACTS			
Mali Steamers	Next Sailings from Marseilles	Pro. arr. at Hong Kong	Pro. Sailing from Hong Kong
AMAZONE	—	—	13th April
ANGKOR	—	—	27th April
CHAMBORD	—	—	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June

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Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.
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YAUMATI BATTLE.

FURTHER HEARING.

Further evidence was heard yesterday against the three men who are charged with armed robbery at No. 200D Canton Road, second floor, on the 20th December last.

Going into the box, Inspector T. Murphy said that he was in the charge room of the new Yaumati Police Station on the morning in question, when he received a report to the effect that there were robbers operating at the above address. He went with Sergeant Kelly and a Chinese detective to the scene. Other detectives were picked up on the way. Arriving at the place he posted two men inside the entrance of the first floor. He then went up to the second floor with Sgt. Kelly, and peered in through the cracks of the door. The Sergeant was sent with another detective up to the third floor landing. Witness then returned to the first floor and found Sgt. Fender. He descended to the street for reinforcements, some of whom he posted behind the pillars on the pavement, and some in the lane at the back of the house. He went back to the second floor and posted himself inside the entrance of No. 200C, which is immediately opposite the door of No. 200D. After waiting for a little while, he blew his police whistle. The door of No. 200D then opened and two men came out. The first man he recognised as the third defendant, but the second man was not in court. They came towards him and commenced to go down the stairs. Immediately after them came two other men, whom he identified as one man not in court and the second defendant respectively. They also made for the stairs. None of them had anything in their hands.

The Shooting.

The first defendant was seen to come to the door, look out and then turn back again. Sgt. Kelly was heard to shout "Don't move" in Chinese, and then a shot rang out. The last two men then sprang forward and witness fired at the second defendant, wounding him in the left side. After this witness lost sight of the men, and heard shots fired. Witness then called Sgt. Kelly, who came down, and they entered the floor together. They found a number of the inmates still tied up. He took guard at the door, while the Sergeant was told to search for the man who had come to the door. A small boy then made a report to witness, and going to the verandah he found the first defendant standing with his hands up. The man was searched, but nothing was found on him. An automatic pistol and a 44-dagger were found within easy reach of anyone sleeping on the bed on the verandah. The man was arrested and taken to the police station, where he was again searched. On his person was a gold watch chain and some money, and in his breast pocket a cigarette box containing ten rounds of ammunition was found. Two revolvers were handed to witness at the station, one of which the ammunition fitted.

Dumdum Bullets.

One of the revolvers was loaded in five chambers with Winchester ammunition, with the heads cut. Two cartridges appeared to have been struck by the hammer of the revolver, but had misfired. The two rounds were in adjacent chambers. When witness reached the station he found one of the men and Sgt. Robertson in the ambulance.

Sgt. Fender testified that when the report was received he proceeded to the scene of action. He went up to the first floor and found the door open. He went in and found a Chinese constable already there. A little after he left Inspector Murphy, whom he met on the landing, he heard a police whistle and then he blew his own. Not long after, he saw two men come on to the landing and commenced to go down the stairs. He heard a voice say "Don't move," followed by a shot. He also called out "Don't move" and fired at the two men, one of whom collapsed on the stairs. The other tried to rush past and he then fired at him. At the same time as the man collapsed he himself was wounded in the arm. He then went down

ROUND TOWER MOAT.

Restoration of Characteristics.

The Round Tower mound and moat at Windsor Castle have, on the advice of eminent archaeologists, just been restored to their original character, as being more in keeping with the historic dignity of the tower as a medieval fortress.

The work was started some three months ago. The overgrown shrubbery on the mound was uprooted, and cleared away, inequalities of surface were smoothed, and the whole of the lower slope was turfed. During this process it was found that immediately below the surface of the ground was a brick military revetment of great thickness, which must have been constructed many years ago for the support of the sloping earthwork. The rose borders and flower beds in the moat itself have also been cleared away, and the surface prepared for grass.

The Round Tower mound and moat have undergone various transformations since medieval times, when for defensive purposes they were a plain military earthwork and ditch. For many generations the moat has been a delightful garden, and when Sir Dighton Probyn came into residence at Norman Tower 20 years ago he did, perhaps, more than any of his predecessors to carry out this idea. It must have been a garden as early as the first decades of the 15th century, for it was here that James I. of Scotland, the poet King, who spent some of the years of his captivity at Windsor, in romantic fashion fell in love with Lady Jane Beaufort, whom he often saw walking in the moat garden below his prison window. His poem entitled "The King's Quair," in which his love for Lady Jane forms the leading theme, contains also a description of the garden beneath the Castle walls.

stairs and his revolver fell from his hand on the pavement. Thinking that he was of no more use he went back to the police station. As he was crossing Kinnaird Street he heard whistles and shots. The case was then adjourned till tomorrow.

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MAY ALLISON AND ROBERT ELLIS IN "THE WOMEN WHO FOOLED HERSELF"

Stirring Drama of Intrigue & Romance in the Tropics.

Who can fathom the heart of a woman?

When she says No, how often she means Yes!

When she sends a man away is it because she wants him to stay?

If he takes her at her word, she is angry!

If he doesn't, she is angry anyway!

Oh! Woman, Do You Fool Yourself?

TO-NIGHT AT THE

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NOTICE.

MISCELLANEOUS.

WOULD any person or person communicate with advertiser c/o the undormentioned Box No. as to the whereabouts or address of James Walter Ellis, who left Hongkong about the middle of February, 1920 for Hongkong. Any person or persons giving the above information will be suitably rewarded. Box No. 1107 c/o "Hongkong Telegraph".

NOTICE.

NOTICE OF REMOVAL.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. has this day transferred its office to No. 11 Queen's Road Central (2nd floor) (Entrance: Ice House Street).

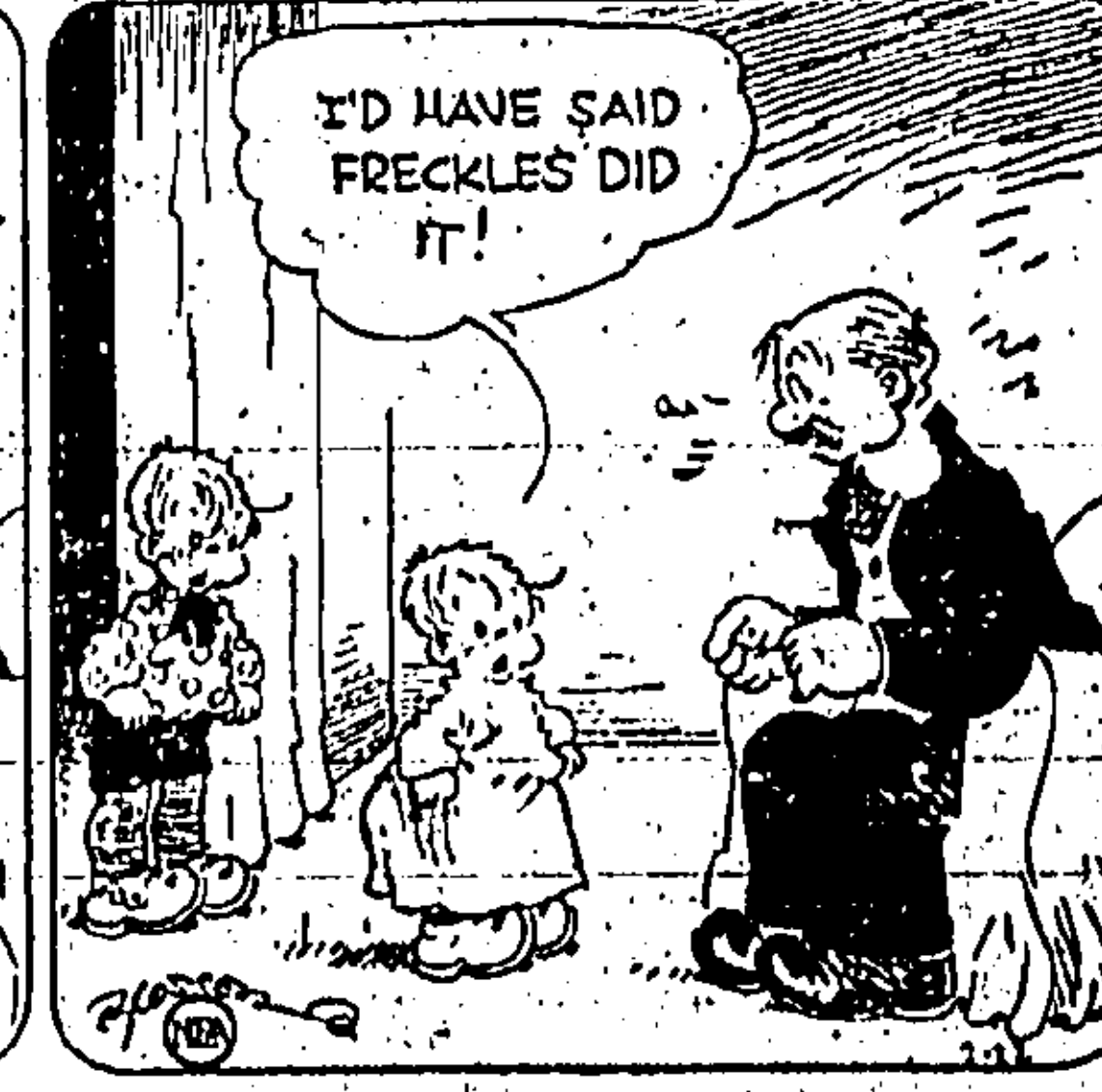
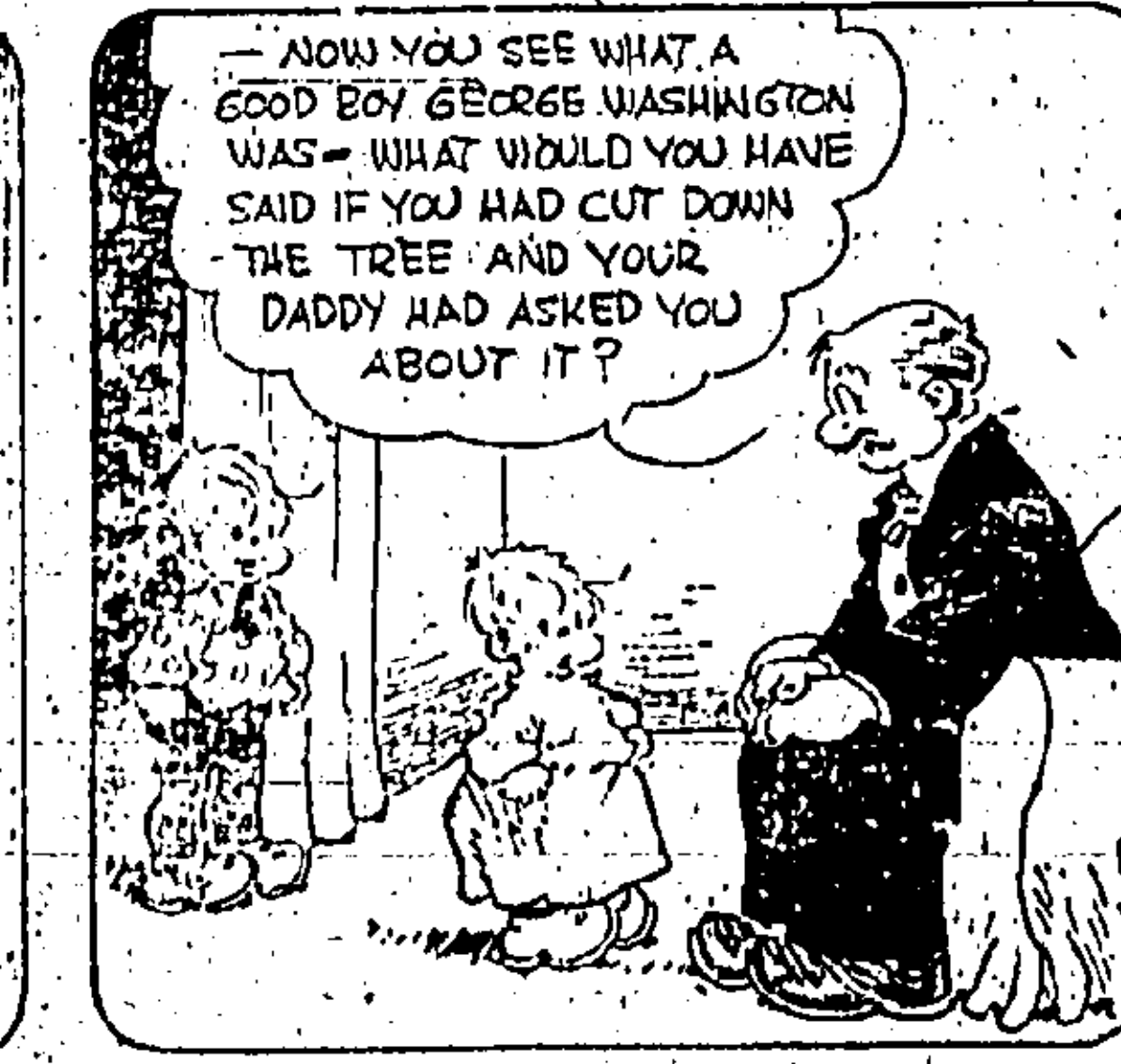
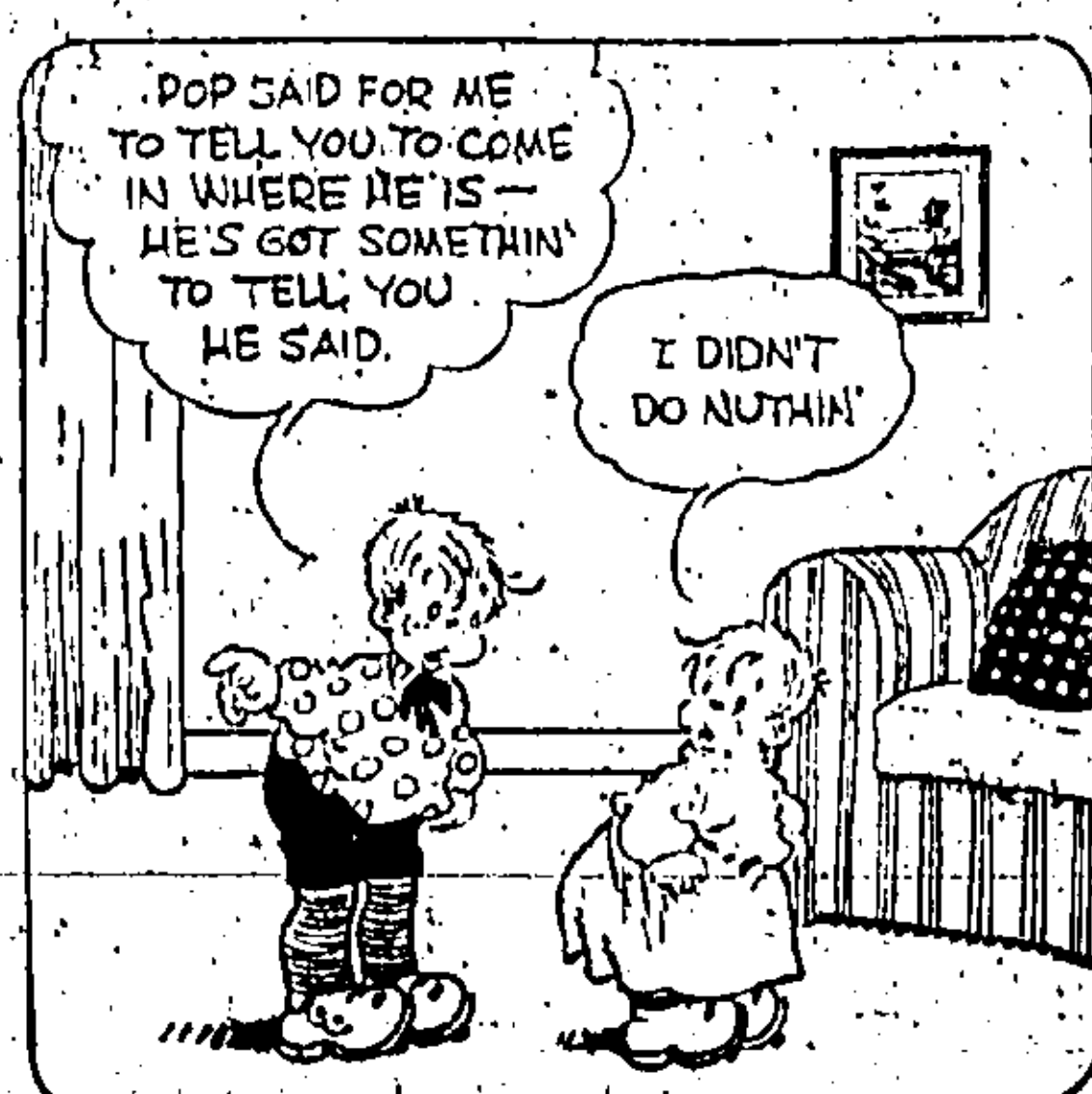
L. S. GREENHILL,
Acting Secretary.
Hongkong, 7th. April, 1924.



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In 3 lb., 1 lb., & 4 lb. Tins

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WHISKY**
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SUPERFINE QUALITY
GENUINE AGE
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Matured and bottled
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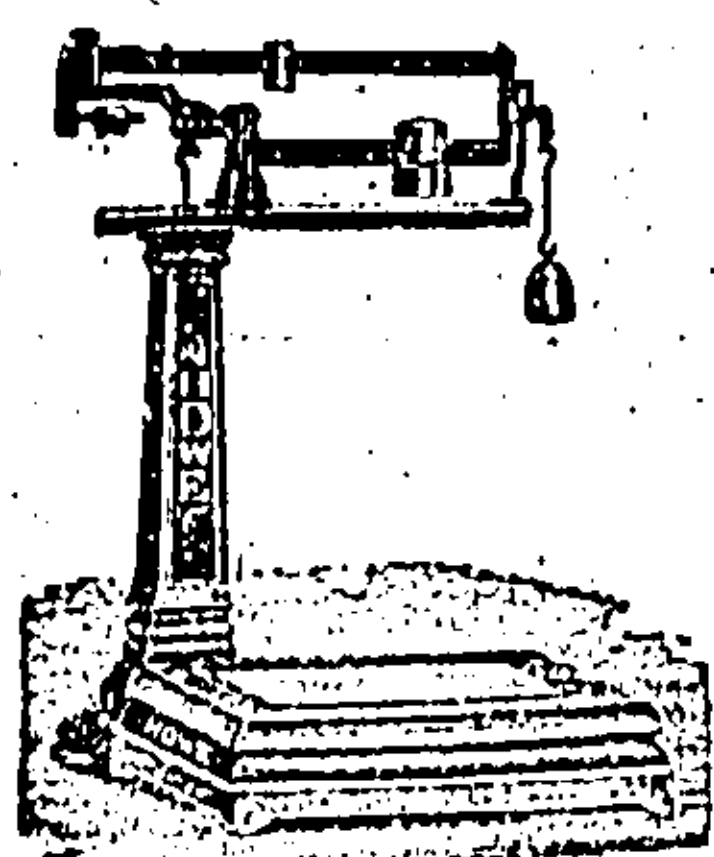
The most substantial and appetising
item on the Breakfast Menu is HAM—
either grilled or boiled and served
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**ENGLISH YORK-CUT
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IT IS THE FIRST
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BALL BEARING
WEIGHING
MACHINE

For all purposes.

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The Telegraph.

HONGKONG, 10th April, 1924.

FEAR.

It is a well-established fact that the effect of fear on the physical body is different in the many types or characters of persons. Yet few people appear to realise that there is a direct psychological and physiologic relation between fear and health. Fear in many cases, whatever it springs from, reduces those afflicted to a condition of almost helplessness and a loss of real determining action in life's battle.

But it is not alone physical fear which undermines health. There is, maybe, the fear of some petty tyrant, or fear of a business loss which sometimes drives men to distraction until they become physical wrecks. Many women, too, are greatly affected by fear of social disapproval. That we imagine, is not altogether unknown here in Hongkong. Fear is also one of the determining factors in self-preservation, the first law of man. It is in this case not morbid. It is morbid only when inappropriate to the situation which provokes it. Many impressions of fear are formed in early childhood and carried through life, greatly to the detriment of health and individual success. It has well been said that "we lose so oft by fearing to attempt." The consciousness of fear often produces an unwillingness to face situations which require powerful and rapid action; hence diffidence arises, leading eventually to that "don't care" spirit.

What is the remedy for fears of the type we are discussing? Some say that they cannot be overcome by direct opposition. That may be so. The best plan is to cultivate a spirit of laughing fears away, or inducing some other phase of activity to arouse interest. It is wise, too, not to depend on others for opinions. Little as we may realise it, actions in such situations are the product of fear. Learn to know yourself. Because he who finds his real self is well on the way to losing his fear.

No Protection.

Liberal and Labour cheers greeted a pronouncement in the House of Commons by the President of the Board of Trade, on Tuesday, that the Government had decided not to introduce legislation extending the duration of that portion of the Safeguarding of Industries Act providing for duties to meet the case of depreciated currencies, so the provision will lapse in four months' time. This is only another sign that Government protection of industry is to be discouraged, and where it more or less operates already, is to be withdrawn. So we read the direction of the wind, and no doubt it is the same construction placed on official action which roused the Ministerial and Liberal parties to an expression of applause. Mr. Webb also definitely threw cold water on the scheme first thought of by those who would protect home industries—for a duty of 33-1/3 per cent. on imported lace, embroidery and silk. This was planned by the interests concerned with, we believe, varying motives. Hand-made lace might more fittingly be termed an English cottage industry now, and many people (including Royalty) have been exerting themselves to revive it. Lace-making by machinery does not employ very many people. Embroidery is another minor feature of Home manufactures; and silk is not a big industry in Britain. The refusal by Government of any protective duty does not, therefore, affect large interests. This might seem all the more reason why an exception might have been made, but we gather that the Labour Ministry desires to be impartially consistent, and not permit the least suggestion of exceptions being made to favoured persons. With that in view, the Government cannot do otherwise than discountenance anything which might appear to be the thin end of the wedge. The protectionists will have to give it up for the present.

The Experts' Report.

It may be presumed that the reparations report just issued by the experts appointed to consider the matter including impartial Americans is the final attempt to settle all disagreements among the European Allies. As such, the recommendation is of utmost importance. For the present we may make a cursory survey of its main provisions. Germany is to have a two years' breathing space, and her return to normal conditions is expected in five to six years from date, when heavy drains will be made on her ordinary revenues. The chief idea is to let the country recover economically and financially, and to this end its economic activity is to be "unhampered by any form of control organisation other than that provided by the scheme." The banking reorganisation proposed, strikes us as a masterly attempt to put the whole matter of the depreciation of currency on a sound basis of reform, with great possibilities ahead. What might cause heart-burning is the direct hint that the Ruhr and Rhineland must not be heavily exploited, but we notice that comment on this is so far, of a moderate nature. If it means a sacrifice by France in the interests of a definite agreement, we feel sure that no obstacles will be placed in the way of the experts; whose unanimity, incidentally, is encouraging. Until there be further opportunity to examine and discuss the proposals, one cannot tell whether the whole scheme will meet with unqualified acceptance by the Governments concerned, but even at this early stage it seems to us that the corner has at last been turned.

CHINA SUGARS.

SHARES OF SMALLER DENOMINATION.

At the annual meeting of the shareholders of the China Sugar Refining Company, Limited, held recently, the Chairman referred to a letter received from shareholders asking for the shares to be sub-divided into a smaller denomination.

The General Agents and Consulting Committee have now decided to recommend the division of the existing \$100 shares into four shares of \$25 each, and it is proposed to hold extraordinary general meetings of the Company at an early date to put this proposal before shareholders.

DAY BY DAY.

HE WHO REIGNS WITHIN HIMSELF, AND RULES PASSIONS, DESIRES, AND FEARS, IS MORE THAN A KING.—Milton.

Amongst the passengers who left by the s.s. President Jackson to-day were Mr. and Mrs. Ray E. Gunn and family, and Mr. and Mrs. D. M. Biggar.

Members of Kowloon Bowling Green Club are reminded of the Annual General Meeting which takes place in the Club House to-morrow evening at 5.45 p.m.—*Add.*

It is announced that a new enterprise, called the International Amusements Company, has taken over the lease and management of the new Queen's Theatre and will open it to the public about the beginning of May.

A thief was this morning sent to gaol for seven days by Mr. E. W. Hamilton. He stole a sign-board belonging to the New Zealand Insurance Company, and his Worship speculated whether it was the appearance of the board which struck the man or whether he had the intention of using it for firewood.

For the unlawful possession of some mangoes, a Chinese was given three weeks by Mr. E. W. Hamilton, at the Police Court this morning. His Worship wanted to know what would be done with the fruit after confiscation. Inspector Purdin pointed out that the fruit came under the heading of perishable goods, and, being such, could not be received by the Store Sergeant. As a rule the police disposed of confiscated articles by selling them and devoted receipts to revenue.

For carrying two passengers in excess, Kwok Sing-lai, the master of the motor boat Wo Sang, was fined \$1 at the Marine Court this morning. A police officer said he saw defendant transfer several passengers into a sampan and yet there were still two passengers in excess when he went on board. The master of the motor boat Sing Foo pleaded not guilty to failing to stop when called upon by a police officer and failing to carry regulation lights. The case was remanded until Monday.

LOCAL FOOTBALL.

MATCHES FOR SATURDAY.

[By "QUIZ"]
The matches arranged for Saturday are as follows:—

LEAGUE: DIV. I.
Club v. South China.—Club ground.

Ambrose v. Kowloon.—Navy "A" ground.

R.G.A. v. Titania.—Sookunpoo "A" ground.

LEAGUE: DIV. II.
R.G.A. v. Marazion.—Sookunpoo "A" ground.

Bluebell v. Club de Recreo.—Navy "A" ground.

The Club are at home to South China in their return League game this week, and a great game is expected. A win for South China will make them League Champions this season.

The Ambrose and Kowloon teams meet on the Navy "A" ground, and a well contested game should end in a win for Kowloon. These teams have met twice before this season, Kowloon winning on each occasion.

The Titania are expected out at Sookunpoo against the R.G.A. These teams have met three times before this season, having won a game each and also played a draw. They therefore start equal on Saturday and a good game should be seen.

In the Junior Division, two games are down for decision. The Marazion will meet the Gunners' Reserves at Sookunpoo, while the Bluebell will be out against the Club de Recreo on Navy "A" ground. The latter match will have a bearing on the runners-up position, for a win for the Club will bring them on terms with the East Surveys who at present hold the second position. The Titania Reserves have already won the championship.

The following will represent the Club against South China:—G. Rodger, W. Gerrard, C. E. Bishop, A. Mair, J. Stewart, G. Angus, G. Watson, A. S. Forsyth (Capt.), H. T. Buxton, A. G. Howard and S. D. Begg. Reserves:—A. Ferguson and D. Lyon.

TENNIS FARCE.

YESTERDAY'S TIRESOME DISPLAY.

If the hundreds of people who yesterday went to the H.K.O.C. ground to see Ng Sze-kwong and T. Honda play off their tie in the Singles Championship expected a good game of tennis, they were sadly disappointed. Opening well, the match developed into an absolute farce, the players being content to hit back the ball, with no regard to placing, and the consequence was that in the fourth set the match had to be abandoned shortly before 7 o'clock by reason of falling light. It had lasted nearly two and a half hours, but at no stage was it really interesting to watch.

In the opening set, Ng Sze-kwong began well and it seemed that he was out to show Honda that he could win in comfort. He led at 3-1 and after the set went to four all, after which Honda walked off with two games in succession. In the second set, the Japanese took full advantage of his opponent's carelessness and won it by 6-1. The Chinese recovered in the third set, which he won at 6-4. When the scores were three all and Honda only required three games to secure the match, it was surprising that he did not extend himself to obtain the victory.

It was in the fourth set that the farce really began. Up to now the play had, it is true, been mainly of the long driving character; but there were occasional flashes of brilliance, whilst Ng Sze-kwong made one or two wins by short chops over the net, many of which his opponent scorned to attempt to return. From now on, however, both men were content to drive the ball back, and some idea of the monotonous character of this display may be obtained when it is said that one rally lasted for more than 200 strokes, whilst others were well over the hundred. These are surely records of their kind; but they certainly were not tennis. And these tactics bored the spectators beyond the point of endurance. Neither man tried to make winning strokes; both kept up the pat-ball apparently in the hope that the other would eventually make a mistake. Indeed, there were remarkably few winning strokes played throughout the whole game. There was, in the final set, far more excuse for Ng Sze-kwong adopting these tactics than for his opponent, as the former must have realised that he could not win in the time at his disposal. None the less, the display did credit to neither player. The method adopted was utterly unworthy of championship tennis. When the score stood at three all in the fourth set, the match was abandoned and will be replayed on Monday next.

Two other ties were played off, A. D. Humphreys beating A. B. Haworth in the Open Singles after a grim five-set struggle, whilst Worthington and Miss Grace, although owing heavy odds, had a runaway victory over Nowers and Mrs. Remington.

Results:—A. D. Humphreys beat A. B. Haworth 6-1, 6-2, 7-9, 3-6, 6-4.

Mixed Doubles.—R. E. Worthington and Miss Grace (30), beat W. A. Nowers and Mrs. Remington (+4/6), 6-0, 6-0.

To-day's Matches.
Club Championship: R. E. Worthington v. G. W. Sowell; Handicap Doubles: F. A. Redmond and M. Roffey (—2/6) v. E. J. R. Mitchell and W. L. Thomas (+15).

BASKETBALL.

FINAL LEAGUE POSITION.

Below are the final results of the Basketball League. The Championship Shield, presented by the American A. Club, Hongkong, and held by the Chinese Y.M.C.A. for two years 1922-3, goes to new Champions, the Railroad Recreation Club, this year. The following played for the winners:—Lai Yau Kit (Capt.), Shek Wing Kwan, Wan Kwong Tin, Ny Po Lau, Lee Shun Wah, Wong To Ping, Sung You Tak & Lee Hon Ping.

	R. W. L.	Pts.
Railroad R. C.	6	6
St. Paul's College	6	5
Queen's College	6	4
Y. M. C. A.	6	3
Kowloon British S.O.B.	6	2
South China A. A.	6	1
H. K. University	0	0

CANTON FRICTION.

ARREST OF SOLDIERS RESENTED.

BUREAU PROTECTED BY MACHINE-GUNS.

Fresh trouble between the military and civil authorities is reported from Canton. News reaches us to the effect that on the evening of the 7th instant two military officials, with six armed soldiers, made their way to the Public Peace Bureau in a motor car, and, on arriving there, demanded the release of eleven soldiers, who, whilst acting as guards at a gambling den, were arrested together with a number of gamblers.

The request for the release of the soldiers was refused, whereupon the military officers stated that they would return with a larger force. The officials of the Bureau then began to prepare for emergencies, machine-guns being placed in the street on the four sides of the buildings, and no-one was permitted to pass. There was, as a consequence, considerable alarm amongst the populace in the neighbourhood, and no-one dared to come out of doors.

Eventually, the incident closed when, accompanied by a strong force, all the prisoners were removed to the headquarters of the Hunanese troops.

LOCAL WEDDING.

WOODWARD-BLUMSDON.

A marriage was solemnized at St. John's Cathedral this morning between Sergt. Albert Edward Woodward, of the 1st East Surrey, eldest son of Mr. William Woodward, late Quartermaster, South Wales Borderers, and Miss Mabel Gladys Blumson, eldest daughter of Mr. William Blumson, of 50, Whitfield, North Point.

The bride, who was charmingly gowned, was given away by her father, and Sergt. Hudson, of the Naval Dockyard Police, was "best man." There was a large gathering of friends at the church and a reception was held later at North Point. The honeymoon is being spent in Canton.

TREATY WITH TURKEY.

Opposing Points of View.

London, April 9.

The House of Commons has unanimously passed the second reading of the Treaty of Peace with Turkey Bill.

Mr. Lloyd George criticised the treaty as humiliating, cowardly and possibly calamitous; but Mr. Baldwin thought it a remarkable feat performed, in view of the interval that had elapsed between the conclusion of hostilities and signature of the treaty.

Mr. Macdonald, in winding up the debate, emphasised the desirability of passing the bill in order that we should be enabled to conclude the ratification forms and regularise our position with Turkey.—*Reuter.*

MINERS' BALLOTS.

Some for Peace and Others Not.

London, April 9.

The results of the North of England miners' ballots on the owners' terms, as hitherto received, show that Northumberland, North Staffordshire, Yorkshire and Lancashire favour acceptance, but the Lancashire and Cheshire returns indicate a large vote against acceptance, in consequence of the recommendation of the local federation.—*Reuter.*

BIG LOSS ON STATE-OWNED SHIPS.

Paris, April 9.

The Chamber has adopted by 377 to 188 a Bill authorising contracts for the sale of state-owned vessels. The reporter stated that 422 ships, aggregating two hundred thousand tons, which cost 1,425 millions of francs, had realised 247 millions.—*Reuter.*

FRANCE & SOVIET.

M. POINCARÉ'S NOTE TO BRITAIN.

Russian Mission in London.

Paris, April 9. M. Poincaré, in the Senate, defined France's attitude towards Russia. He stated that it was not because of Russia's internal regime that France had not resumed relations, but because the Soviet had not agreed to a settlement of outstanding economic questions. This coincided with the United States attitude. He had sent a note to Britain regarding the forthcoming Anglo-Russian negotiations, drawing attention to the position of owners of Russian bonds, and submitting that any settlement reached must apply to the whole Russian debt. He asked that Britain would have regard for this. At the same time he had instructed the French Ambassador not to make formal refusals in the event of Britain desiring that France should participate in the Anglo-Russian conversations. He was quite ready to resume conversations when Russia showed herself disposed to pass from words to deeds. France was not placing any obstacles in the way of private enterprise with Russia.

London, April 9. The Russian negotiators, headed by M. Rakovsky, arrived in London to-night. *Reuter.*

SHIPYARD WORKERS DIVIDED.

Unions Hope to Avert Lockout.

London, April 9. A conference of the London shipyard unions involved in the Southampton strike has reported that there was not a two-thirds majority for continuing the strike. The executive of each affiliated union has ordered the men to return to work to-morrow. It is hoped this will avert a lockout. *Reuter.*

London, April 9. The lockout notices have been withdrawn in the case of the Shipwrights' Society, which expelled its twelve hundred Southampton members. The operation of the lockout has been suspended in the case of the other shipyard unions until April 11th, so as to give the Southampton members a further opportunity of resuming. *Reuter.*

PROTECTION FROM EVICTION.

Treasury to Pay Portion of Rent.

London, April 9. In the House of Commons the new Evictions Bill was introduced by Mr. Wedgwood Benn, prohibiting eviction of distressed tenants and providing for reimbursement of claims by local authorities. The tenant will be provided with a certificate of immunity from eviction and the local authorities will investigate the applicants' resources, and if necessary supplement them sufficiently to enable him to retain his home, and shall be entitled to claim a refund of part of the money they have spent from the Treasury. The Bill was read a first time. *Reuter.*

FINIS.

BY BERTON BRALEY.

I had some stocks
From out of which
I looked for rocks
To make me rich;
There was a crash,
The boom went flat;
I lost my cash—
And that was that!

I dreamed of fame,
I thought I'd make
A wondrous name
And no mistake!
Within the ring
I cast my hat
Fate hit me—bing!
And that was that.

I loved a girl,
My head and heart
Were in a whirl
Right from the start;
She wed a guy
Gray, old and fat;
I heaved a sigh
And that was that.

So, to rehearse
What went amiss,
I wrote a verse—
And that was this!

"DAMNABLE CONSPIRACY."

Mr. Wheeler's Accusation.

Washington, April 9. In the Senate, Mr. Wheeler denounced the Federal Jury indictment as a product of damnable conspiracy. Mr. Walsh supported him, and introduced a resolution, supported by the Democratic leader, Senator Robinson, and carried nem con, appointing a committee of five Senators to investigate the charges against Mr. Wheeler. *Reuter's American Service.*

[An earlier cable reports that the Federal Grand Jury has indicted Senator Wheeler for accepting a retainer fee to influence the granting of oil land permits after he became a Senator.]

MURDERED AMERICANS.

Avenging Their Deaths.

London, April 10. A message from Tirana, says Albanian gendarmes have killed two and wounded one of the murderers of the Americans, Messrs. DeLong and Coleman. The other three murderers escaped, and are being pursued by the gendarmes. *Reuter.*

SPECIAL SERVICE SQUADRON.

Enthusiastic Reception at Sydney.

Sydney, April 9. The British naval squadron has arrived, and was enthusiastically greeted by huge crowds.

DR. LASKER'S STRONG POSITION.

New York, April 9. By defeating Reel in the sixteenth round of the chess tournament, Doctor Lasker has drawn well into leading position, in view of Capablanca's only drawing with Marshall. *Reuter's American Service.*

SOVIET RUSSIA AND THE NETHERLANDS.

The Hague, April 9. It is stated that negotiations between Soviet Russia and the Netherlands, which were recently broken off, will shortly be resumed. *Reuter.*

BRITISH TRADE FIGURES.

London, April 9. The Board of Trade returns show imports in March at £103,000,000, an increase of seven millions compared with February. Exports were sixty-one millions, a decrease of six millions sterling. *Reuter.*

KING TO RACE CUTTER. The King's cutter Britannia will be in commission and compete at the principal regattas during the forthcoming yachting season. Orders have been received at Cowes for the Britannia to be launched, and the fitting-out to be commenced in April.

TRADE MARKS IN CHINA.

Ticklish Problems For Manchester.

For more than twenty years Manchester shippers engaged in the China trade have exercised their wits to devise some method of protecting their trade marks and "chops" in China, says a writer in the *Manchester Guardian Commercial*. From time to time publicity has been given to scandals arising out of the deliberate "piracy" of Manchester "chops" by firms of other nationality, and it is the difficulty of getting the Treaty Powers to agree which prevented the long drawn-out negotiations from bearing fruit.

In May, 1923, the Chinese Government took affairs into its own hands and promulgated a law which established a Chinese Bureau of Trade Marks, free from any supervision or guidance from the foreign trading community. Firms who wished to protect their trade marks were required to register them with the Bureau within a period of six months from the promulgation of the law on May 23. After the lapse of that period the use of an unregistered mark was accompanied by heavy penalties, rising to penal servitude, though it was not clear how the Chinese Government could apply such penalties to foreigners subject only to the jurisdiction of their own courts.

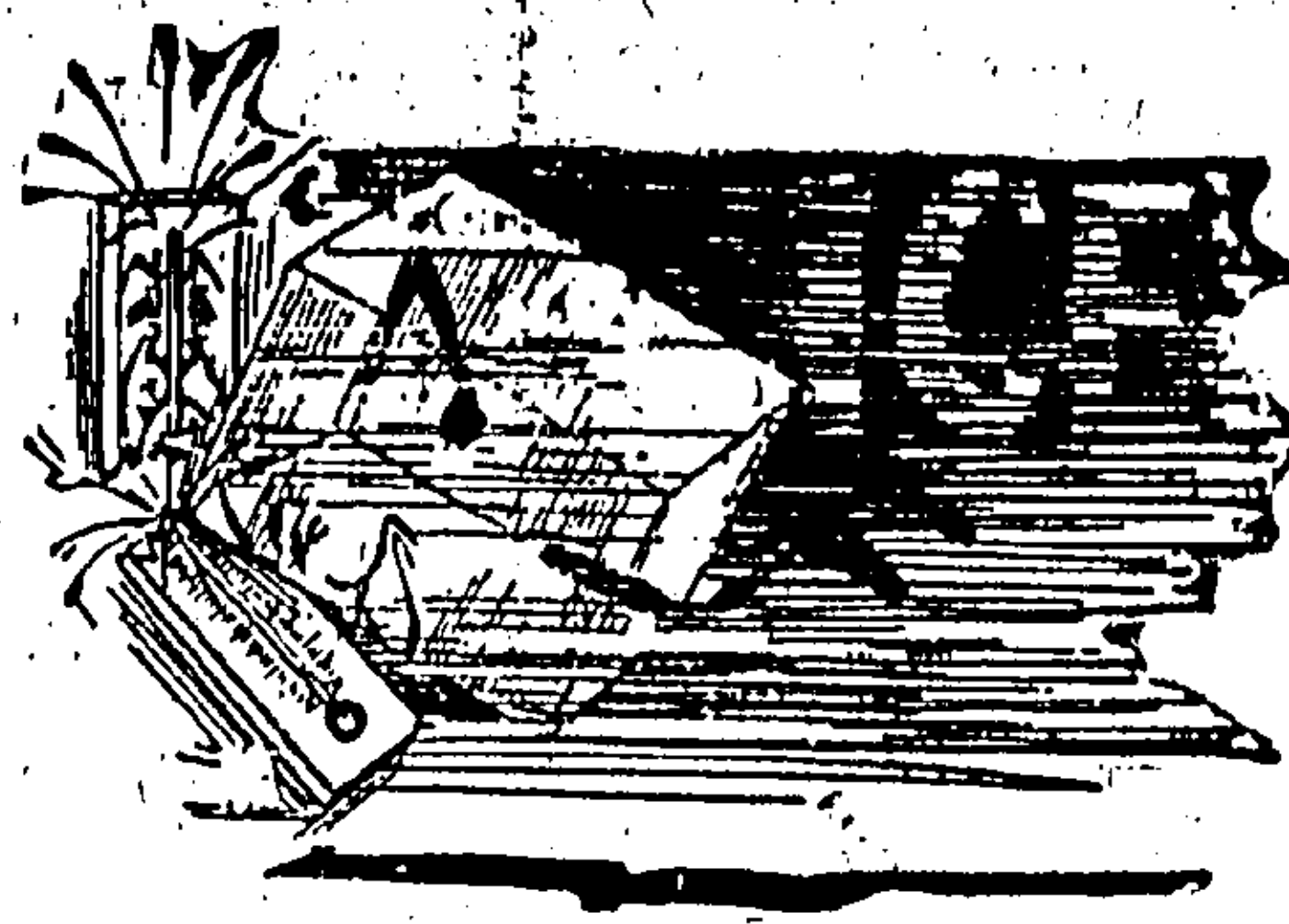
As long as the Peking Government remained without any authority over the rest of the country little notice was taken of the law, and the original period of grace had already elapsed before traders in Shanghai and in Manchester realised that failure to register their "chops" with the new Bureau made it possible for these same "chops" to be registered by other firms, and thus a firm which had spent decades in establishing the good repute of its own commodities might find that its use of its own trade marks was illegal.

NEGOTIATIONS. The Manchester Chamber of Commerce immediately got into touch with the Foreign Office, which called a conference of the British trade associations affected. No decision has yet been arrived at pending the negotiation now proceeding between the British Embassy in Peking and the Chinese Government, but the fact that shipping houses have been advised not to rush in and register their "chops" is taken to imply that the Embassy is confident of its ability to obtain an extension of the period of grace. Some concessions in the shape of the admission of foreign advice in the operation of the law are also expected, and it is to be hoped that a settlement agreeable to all parties will be speedily obtained.

The law relating to trade marks has naturally no reference to patents, but the rise of the Chinese engineering industry makes it essential that the Treaty Powers should now turn their attention to the adequate protection of patents in China. A glaring case of "patent-snatching" has been brought to the attention of the "M.G.C." recently by the Youton Openers, Limited, of Manchester. Some time ago their agents in China arranged that one of their cotton-opening machines should be set up for purposes of exhibition in a Chinese cotton mill. The result of this exhibition is that a Chinese firm of textile machinists is able to vaunt its success in constructing "cotton-opening machinery of the Youton (sic) type." The Chinese engineers at the head of this firm have been trained in Full River, Oldham, and Europe. Their knowledge of the specification of the Youton opener may come from their European experience or from the machine exhibited in China. H. M. Commercial Secretary in China and the Shanghai Chamber of Commerce have been placed in possession of the facts, but it is not anticipated that any redress will be obtainable.

FIDELITY IN BRIGHTON.

Brighton clings to its fishes. It will be remembered that the Town Council resolved that no portion of the Aquarium site should be retained as an aquarium. That decision has been amended in view of the strong feeling in the town. The fish tanks are to be retained when the rest of the improvement scheme is carried out.



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on SUNDAY

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PEERESS ON STAGE.

The *Melbourne Herald* states that Lady Patricia Blackwood, daughter of the second Marquis of Dufferin and niece of the present marquis, has signed a six months' contract with Messrs. J. C. Williamson, Ltd., the theatrical producers. She will make her first appearance in "The Cabaret Girl."

PEER'S DAUGHTER AND BARREL ORGAN.

The Hon. Ann Kinnaird, daughter of Lord and Lady Kinnaird, who is engaged at Barking in Salvation Army work as a captain, toured the streets of the town the other day with a barrel organ in aid of the Salvation Army Self-Denial Fund.

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Ardath	...	\$1.40
Vafiadis Egyptian Cigarettes reduced to non plus ultra	...	\$1.60
La France	...	\$1.40
Dames	...	\$1.40
Superfines	...	\$1.30

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The death of Mr. George L. Wade, Sr., wealthy Kansas City sportsman who was killed by a runaway motor at a Los Angeles race track, left more than \$7,000,000 to his adopted son George L. Wade Jr., shown in the picture. The youngster has just turned 7.



Photo shows a Patrolman of Philadelphia wearing one of the new uniforms devised by General Smeoley Butler, new safety director.



The student council at the College for Women, Western Reserve University, Cleveland, decided the girls needed strenuous exercise after luncheon. It inaugurated roller skating. And here you can see how the innovation was welcomed.



Miss Marcelle Berquin, who a few short months ago was a typist in Paris, now is working in moving pictures. She won a stenographers' beauty contest.



Miss Mario Mayer, who has played the part of Mary Magdalene in three productions of the Passion Play at Oberammergau, is now a student in New York. Born in Oberammergau, she appeared in the play the first time when but a baby.



Helen Hamilton

Miss Helen Hamilton, student at Wellesley College, learned to write with her toes and now it's quite a fad at that institution. Below is a reproduction of Miss Hamilton's toe signature.



Miss Lydia Hutchinson who was selected to drive the Canadian entry in the American Dog Derby at Ashton. She is shown with her team at Montreal.



President Coolidge congratulating J. Morris of Philadelphia after the latter won the modified 10-mile marathon in the capital.

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S.S.	Tons	From Hong-kong (about)	Destination
LAHORE	3,252	16th Apr.	Singapore & Bombay
PADUA	3,907	17th Apr.	Singapore & Bombay
NELLORE	6,853	17th Apr.	M'ses, London, A'werp, R'dam
CHINA	7,952	19th Apr.	M'ses, London & Antwerp
SOUDAN	6,696	28th Apr.	S'pore, P'ang, C'ho & B'bay
KALYAN	9,118	3rd May	M'ses, London & Antwerp
MIZAPORE	6,715	7th May	S'pore, Colombo & Bombay
PLASSY	7,326	17th May	M'ses, London & Antwerp
KASHMIR	8,963	24th May	M'ses, London & Antwerp
SICILIA	6,813	25th May	S'pore, P'ang, C'ho & B'bay
KHIVA	9,097	31st May	M'ses, London & Antwerp
KASHGAR	8,840	14th June	M'ses, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TALMA	10,000	13th Apr.	S'pore, Penang & Calcutta
JAPAN	6,052	29th Apr.	S'pore, Penang & Calcutta
TAKADA	6,949	25th May	S'pore, Penang & Calcutta
TORILLA	5,205	9th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

T. ALBANS	4,500	30th Apr.	Manila, S'kan, Thursday Is.
EASTERN	4,000	28th May	Townsville, B'bane, Sydney
ARAFURA	6,000	2nd July	& Melbourne.

Frequent connection from Australia with the following:-
The Union S.S. Company's steamers to London via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branches of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Hongkong and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	6,949	15th Apr.	Moji & Kobe
PLASSY	7,326	18th Apr.	Shanghai, Moji & Kobe
KHIVA	9,097	2nd May	Shanghai, Moji & Kobe
EASTERN	4,000	3rd May	Moji & Kobe
TAKADA	6,949	5th May	Moji & Kobe
SICILIA	6,813	13th May	Shanghai

All dates are approximate and subject to alteration without notice.

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OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENHARRY	17th Apr.		
GLENAMOY	4th May.	GLENOGLE	22nd Apr.
GLENAPP	15th May.		Genoa, L'don, R'don & H'burg
CARMARTHENSHIRE	29th May.		

Movements are subject to change without notice.

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KUT	In port.	9th April, at night.

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Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.
IYO MARU ... Thursday, 17th Apr. at 11 a.m.
SHIDZUKA MARU ... Wednesday, 14th May.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KAMO MARU ... Sunday, 27th Apr. at 11 a.m.
KATORI MARU ...
HAMBURG via LONDON & ROTTERDAM.
LYONS MARU ... Middle of May.
LIVERPOOL via MARSEILLES & VALENCIA.
TRISHIMA MARU ... Thursday, 17th Apr.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Friday, 18th Apr. at 11 a.m.
AKI MARU ... Wednesday, 14th May at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.
TOBA MARU ... Sunday, 4th May.
BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... Thursday, 8th May.
(Calling Delagoa Bay & Port Elizabeth)
BOMBAY via Singapore & Colombo.
SADO MARU ... Saturday, 12th Apr.
MALACCA MARU ... Monday, 28th Apr.
CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU ... Friday, 18th Apr.
OSAKA MARU ... Thursday, 8th May.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 11th Apr.
SHANGHAI, KOBE & YOKOHAMA.
TOYOHASHI MARU ... Tuesday, 15th Apr.
KASHIMA MARU ... Tuesday, 22nd Apr.
WAKASA MARU ... Monday, 28th Apr.
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S.S. "AUSSA"	Sails about 22nd Apr.
S.S. "DUCHESSA D'AOSTA"	Sails about 4th May.
S.S. "SILVIO PELLICO"	Sails about 1st June.
S.S. "NIPPON"	Sails about 3rd June.
S.S. "ROSANDRA"	Sails about 3rd July.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	Sails about 20th Apr.
S.S. "FUMEL"	Sails about 8th May.
S.S. "NUMIDIA"	Sails about 11th May.
S.S. "ASSUA"	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th June.
S.S. "SILVIO PELLICO"	Sails about 4th July.
S.S. "NIPPON"	Sails about 8th July.
S.S. "ROSANDRA"	Sails about 7th Aug.

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City of Christiania 28th Apr. M'ses, London, R'dam & Hamburg

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FARES TO LONDON.

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COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.**SAILINGS SUBJECT TO ALTERATION.**

Destination.	Steamer.	Sailings.
TIENTSIN	Cheongshing	Fri. 11th Apr. at noon.
MANILA via Amoy	Suisang	Sat. 12th Apr. at 11 a.m.
SHANGHAI via Swatow Fooching	Sat. 12th Apr. at noon.	
SHANGHAI via Swatow Tingsang	Sun. 13th Apr. at 7 a.m.	
HAIPHONG via Hoihow Leesang	Sun. 13th Apr. at 10 a.m.	
BANGKOK via Swatow Chaksang	Tues. 15th Apr. at noon.	
T'IAO via S'tow & S'hai Kwongsang	Wed. 16th Apr. at 7 a.m.	
KOBE via Moji	Lalsang	Thurs. 17th Apr. at noon.
SHANGHAI via Swatow Wingsang	Fri. 18th Apr. at 7 a.m.	
BANGKOK via Hoihow Chunsang	Fri. 18th Apr. at 10 a.m.	
MANILA	Yuensang	Sat. 19th Apr. at 11 p.m.
T'IAO via S'tow & S'hai Yatsing	Wed. 23rd Apr. at 7 a.m.	
SANDAKAN	Mausang	Wed. 23rd Apr. at 1 p.m.
KOBE via Shanghai	Hosang	Fri. 25th Apr. at 7 a.m.
STRAITS & Calcutta	Kutsang	Tues. 29th Apr. at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

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Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday 20th April at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Halfoong ...	W. S. Turnbull	FRI. 11th Apr. at 1 p.m.
Halhong ...	Ellis Walker	FRI. 18th Apr. at 1 p.m.

Calling at Swatow for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

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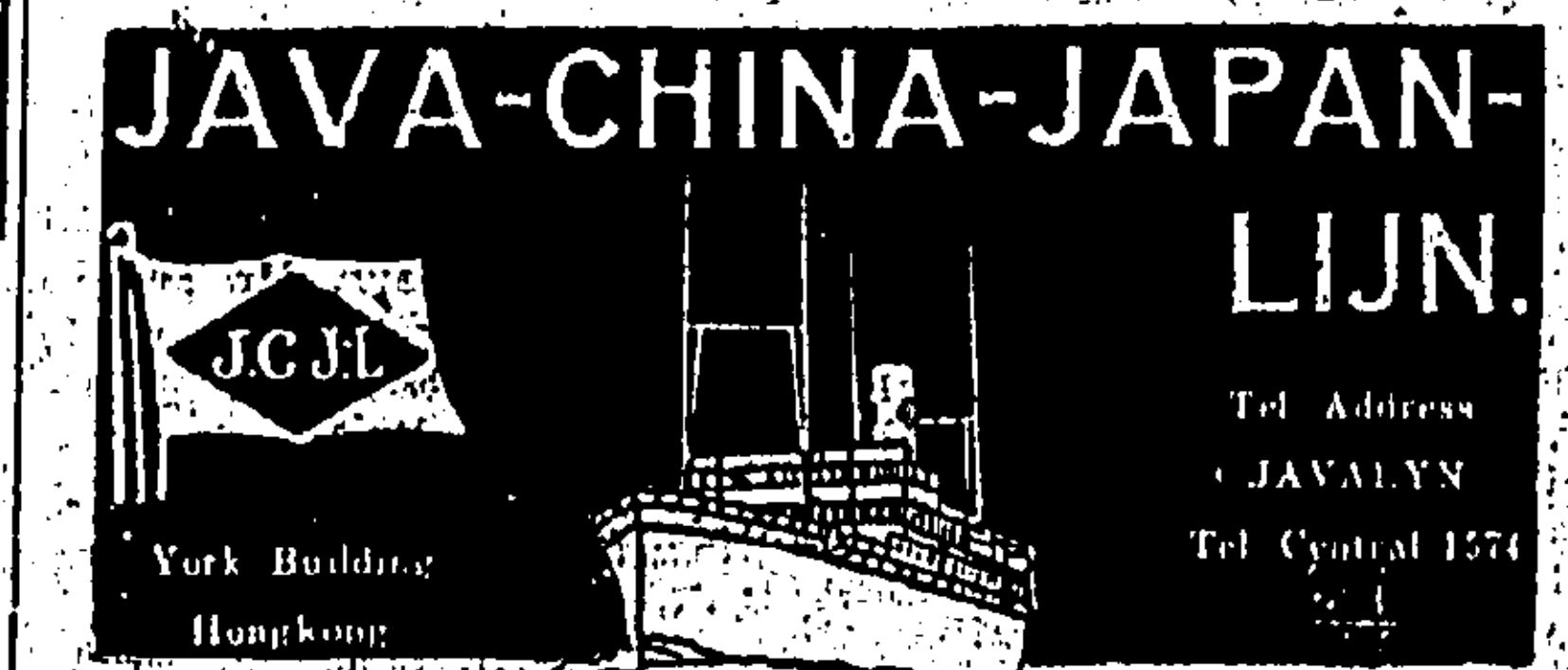
S.S. VAN CLOON

will be despatched on 10th April.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.
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JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilmanok	Java	In port.	—	S'wai, Dalmy, C'iao
Tjikini	Japan	12th Apr.	13th Apr.	Batavia
Tjilboet	Java	12th Apr.	14th Apr.	Yokohama
Tjilboet	N. China	—	17th Apr.	Batavia
Tjilak	Japan	—	20th Apr.	Makassar
Tjilwong	Shanghai	—	26th Apr.	Batavia
Tjilroem	—	24th Apr.	28th Apr.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan-Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES.
SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.**S.S. "CHAMBORD"**

Consignees of Cargo from Marseilles, &c. also cargo of "Ville de Metz" from Bordeaux.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 14th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th inst. or they will not be recognized. All damaged packages will be examined on Monday the 14th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Acting Agent.

Hongkong, 9th. April, 1924.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "HELENUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 9th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

9th. April, 1924.

NOTICE TO CONSIGNEES.

Vereenigde Nederlandsche Scheepvaart-Maatschappij
(United Netherlands Navigation Company)

Holland-oost Azie Lijn.

(Holland-East Asia Line.)
From Amsterdam, Rotterdam, Hamburg and Bremen.

The Steamship
"OOSTKERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 16th April, 1924, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 16th April, 1924, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA CHINA JAPAN LIJN

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.
Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.

FOR CANTON Sailing from Hongkong.

S.S. "TAIKWA MARU" ... on or about

S.S. "NANYO MARU No. 1" ... on or about

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about

FOR KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" ... on or about 9th April.

For further particulars, please apply to:-

Branch Office, **MAHARAJ AGENT,**
No. 37, Bonham Street, West. Top Floor, King's Building.
Tel. Central No. 155. Tel. Central No. 340 & 4457.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE: MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS, LIMITED.

In Association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: KOWLOON, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA J. WITCHELL, Manager."

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE"
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

NOTICE TO CONSIGNEES PASSENGERS DEPARTED.

RICKMERS' LINE.

From BREMEN, HAMBURG
AND ANTWERP.

The Steamship.

Having arrived from the above
Ports, Consignees of Cargo are
hereby informed that their goods
are being landed at their risk
into the Godowns of the Hong-
kong and Kowloon Wharf and
Godown Company, Limited,
Kowloon, and stored at Con-
signees risk and expense.

Optional Goods will be carried
on unless instructions are given
to the contrary before noon
to-day.

All broken, chafed, and damaged
goods are to be left in the
godowns, where they will be
examined on 16th inst. at 10 a.m.
All claims must be presented
within fifteen days of the
steamer's arrival here, after
which date they cannot be
recognized.

No claims will be admitted
after the goods have left the
godowns, and all Goods remain-
ing undelivered after the 17th
inst. will be subject to rent.

Consignees of cargo are here-
by notified that they must pro-
duce an Import permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.
No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
CARL BODIKER & CO'S
Agents Rickmers Line.
Hongkong, 10th April 1924.

DO NOT MISS—
ROCHA'S

POPULAR AUCTION SALES
Every Tuesday Thursday
& Saturday
At 2.30 p.m.

Specialist in the Valuation of
Household and Office Furniture

DA ROCHA'S MART
11, D'Almeida St. Phone 289.

Per s.s. President Jackson for
Victoria & Seattle via Shanghai
& Japan. Mrs. W. L. Bartow,
Mr. Douglas N. Butt, Miss C.
Cook, Mrs. N. H. Duckworth,
Miss F. A. Eskow, Miss R. Ellis,
Mr. Robert E. Hertel, Mr. & Mrs.
Percy Jackson, Miss Bernice
Frank Jordan, Miss Bernice
Hordan Mrs. Ellis B. Miller, Mr.
& Mrs. H. Piracini, Mr. Mario
Pirvani, Mr. & Mrs. H. Wayne
Pirson, Miss Phyllis Pirson,
Miss Jefferson Pirson, Mr. &
Mrs. C. R. Smith, Miss Martin L.
Train, Miss Cecil Train, Mr. J.
Waller, Miss Majorie E. Waite,
Mr. Burt Doran, Miss Marie
Peterson, Miss Irene Pfisterer,
Miss Edith Stauffer, Mr. B. R.
Bates, Miss Lucereta Belting,
Mr. B. B. Brown, Mrs. L. D.
Bunuan, Miss Carolina Bunuan,
Mr. Manuel Gonzales, Lieut.
J. E. Harriman, Mrs. J. E. Harri-
man, Miss Mathilde Harriman,
Justice C. A. Johns & Mrs. Johns,
Justice C. F. Johnson, Mrs. W.
W. Larkin, Miss Marie L. Larkin,
Mr. James Napier, Hon. Surgie
Osmoan, Miss Mary R. Ogden,
Mrs. Bessie E. Pierce, Dr. P.
Paulino, Mr. E. Peterson, Mr. B.
Paulino, Hon. Manuel Quizon,
Mr. Clara M. Rocto, Mr. L. S.
Reyes, Mr. H. G. Rasul, Mr. F.
Zamora, Mr. O. Giese, Capt. A.
G. Duncan, Mrs. A. G. Duncan,
Mr. T. A. McIntyre, Mr. D. M.
Biggar, Mrs. D. M. Biggar, Miss
J. S. Smellie, Mr. R. C. Longsdon,
Mr. & Mrs. Ray E. Gunn, Mr.
John Litton, Mr. & Mrs. H. E.
Bonno, Mr. & Mrs. L. B. Howey,
Mrs. C. E. Phipps, Miss C.
Phipps Miss E. Phipps, Dr. John
E. Weeks, Mrs. John E.
Weeks, Mrs. M. Person, Miss G.
Pearson, Mr. & Mrs. Sam Ellis,
Miss E. M. Dawson, Miss W. S.
White Mr. & Mrs. De Cartier,
Mr. A. Malcolm, Miss R. Judah,
Miss P. O'Neill, Mrs. B. Pagot,
Miss R. Ellis, Mr. B. Garvin,
Mr. F. A. Bowen, Mr. H. Howe,
Miss Agnes Campbell, Doctor R.
S. Carr, Mrs. R. S. Carr,
Miss A. Winchester, Miss M. F.
Porter.

Per s.s. President Lincoln, for
San Francisco. Mr. and Mrs. Wm.
F. Bogart, Mr. and Mrs. J. C.
Brooks, Miss H. Bradford, Mr. Chas.
C. Blackshear, Miss Mary Chamber-
lain, Mr. Cheong Yuk-how, Miss P.

CAPSTAN



Sold
Everywhere

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
S.M. LING.

T/T Hongkong	100	100
T/T Shanghai	100	100
T/T Singapore	100	100
T/T Japan	100	100
T/T India	100	100
T/T Java	100	100
T/T Sumatra	100	100
T/T Borneo	100	100
T/T Ceylon	100	100
T/T Malaya	100	100
T/T Siam	100	100
T/T暹羅	100	100
T/T安南	100	100
T/T高棉	100	100
T/T緬甸	100	100
T/T暹羅	100	100
T/T安南	100	100
T/T高棉	100	100
T/T緬甸	100	100

SUBSIDIARY COINS.

Hongkong 50 cent pieces	100	100
10 "	100	100
5 "	100	100
2 1/2 "	100	100
1 1/4 "	100	100
1/2 "	100	100
1/4 "	100	100
1/8 "	100	100
1/16 "	100	100
1/32 "	100	100
1/64 "	100	100
1/128 "	100	100
1/256 "	100	100
1/512 "	100	100
1/1024 "	100	100
1/2048 "	100	100
1/4096 "	100	100
1/8192 "	100	100
1/16384 "	100	100
1/32768 "	100	100
1/65536 "	100	100
1/131072 "	100	100
1/262144 "	100	100
1/524288 "	100	100
1/1048576 "	100	100
1/2097152 "	100	100
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